FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX"- and be safe
Reg'd

THE SPHERE, APRIL 16, 1949
With which is incorporated "BLACK & WHITE" 2/-

THE SPHERE

Vol. CXCVII No. 2567 WITH WHICH IS INCORPORATED THE GRAPHIC APRIL 16 1949

Bulmer's
DIEU ET MON DROIT
BY APPOINTMENT CIDER MAKERS
H. P. BULMER & CO. LTD., HEREFORD
MADE BY THE SAME PROCESS AS CHAMPAGNE
POMAGNE
Champagne Cider de Luxe

McVITIE & PRICE
Biscuits of Highest Quality
EDINBURGH • LONDON • MANCHESTER

Grant's Scotch Whisky
THE BEST IN ANY MEASURE

By Appointment Table Salt Manufacturers
Cerebos
Salt for dainty tables

By Appointment Purveyors of Champagne to H.M. King George VI.
CHAMPAGNE
Charles Heidsieck
REIMS
FINEST QUALITY
CHARLES HEIDSIECK
EXTRA DRY

Craven 'A'
Rich, fine tobacco and—the cork-tip for cleaner smoking

John Exshaw
COGNAC BRANDY

ALL CLASSES OF INSURANCE TRANSACTED
CAR & GENERAL INSURANCE CORPORATION LTD.
83, PALL MALL, LONDON, S.W.1.

PRICE TWO SHILLINGS
REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM
Office : Commonwealth House, 1, New Oxford Street, London, W.C.1

Do you live at the Oaks? Are you town-dwelling folks? Do you live in a mansion—or mews? No matter the place which you happen to grace, be Wright in the soap that you use!

Be you eighty or eight, be you humble or great, be it morning or noon-times or nights, you'll be wise to recall that for health, above all, there is nothing that's righter than Wright's!

WRIGHT'S COAL TAR SOAP

IDEAL FOR TOILET AND NURSERY

Volume CXCVII No. 2567 The SPHERE, London, April 16, 1949

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

H.R.H. PRINCE CHARLES AT NINETEEN WEEKS—A NEW PORTRAIT OF THE FAIR-HAIRED, BLUE-EYED INFANT PRINCE, HEIR TO THE DUKEDOM OF EDINBURGH, WHO WAS BORN AT 9.14 P.M. ON NOVEMBER 14, 1948: When this picture was taken at Buckingham Palace, Prince Charles weighed 16 lb. 2 ozs. Princess Elizabeth's first child stands second in succession to the throne, the title to which is regulated by the Act of Settlement of 1701

Although Prince Charles stands second in succession to the throne, this bouncing nineteen-weeks-old 16 lb. 2 oz. baby, with the four names of Charles Philip Arthur George, is not regarded as Heir Apparent to the throne even in the second degree, but he is Heir Apparent to the Dukedom of Edinburgh. He would, of course, become the Heir Apparent in the event of Princess Elizabeth's accession to the throne. This picture, together with those reproduced on page 77 of this issue, was taken at Buckingham Palace at the beginning of April

Postage—Inland, 2d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2d.

a

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Meat Issue.— The debate last week on meat gave the Government one of its lowest majorities in the House, although sixty-two is normally an ample enough margin. It was an angry, unpleasant debate, and many a wild or irrelevant charge or jibe was exchanged. From the first opening it was obvious that the Food Minister and his Private Secretary were "uncomfortable," as well they might be, and Mr. Eden made all the fair points at his fingers' ends. What set fire to the House was the Minister's charge of Opposition lack of patriotism—preferring party to country. This charge was unfair both to Mr. Eden's speech and to the Opposition's consistent attitude towards the Argentine negotiations. But it is the trump card usually played by a Socialist Minister, conscious of error or failure and determined not to admit that he could possibly be wrong. And Mr. Strachey is pre-eminently such a Minister.

Party-Political Broadcasts.—I am one of those who would welcome a change of Government between now and August 1950—the sooner the better. Whether the change would "answer" or not, I don't know. But (whether or no) it would tell us what we don't yet know. Just where this country stands in 1949 in its party-political opinions. By-elections have afforded us practically no clue, but the wave of a General Election is a very different thing to the local ripple of a by-election. Thinking then, as I do, that a change would be good for us, I record my conviction that one of the worst bargains the old parties ever entered into was their agreement to take part in the B.B.C. political-broadcast symposium. In such broadcasts, the technique is inevitably crude; it appeals to the uneducated rather than to the intelligent and informed thinker; the blatant booster is more successful than the moderate and restrained, and fairness and impartiality are antiquated weapons. For that technique the protagonists of the older parties are ill-qualified. The old school tie throttles them, and dilutes their raw spirits with milk and water. Worse still, in such contests, possession is nine-tenths of the law. The man in office has an enormous advantage when his opponent dare not hint at undoing any smallest item of legislation which may appear to have benefited the voters who put the Socialists in power in 1945; with the necessary result that the Opposition parties can only toy with their practical plans and intentions and must offer instead theories and vague aspirations of individual freedom and regained initiative. But the bulk of the audience is still concerned only with bread and brass-tacks, and prefers statistics to figures of speech, and is not prepared to examine either type too closely. If all the party-political broadcasts we have listened to had come from Government spokesmen, I believe the by-elections would even now have told a different story.

Chichester Plan.—The replanning of cities (especially cathedral) for modern traffic amenity-needs always interests me, though I find it hard to follow the plans. The proposals for Chichester, my own civic centre, specially interest me; Dr. Sharp has spared its ancient lay-out and features in his plan. Still as of old the old cross shall remain the axis and centre of the N.-S.-E.-W. Roman-planned streets. Still the Georgian Pallants and the Cathedral environs will not be sacrificed, and the very mildest of shaving is recommended round the Cross at the Dolphin. A northern by-pass should relieve the centre of a good deal of through traffic, much of which, coming from the north, turns west or east along the existing modern roadway. Two points interested me. Presumably air photographs are the modern planners' most useful weapons, and these no doubt revealed to Dr. Sharp the almost unused strip between the backs of the West Street houses and the Bishop's garden wall, from which he proposes to create an avenue approach for walkers to the West door. Second, Dr. Sharp is sharply critical of the gravel-quarrying which has already flooded 300 fair acres on the eastern approaches, and promises to make it 800 acres of devastation. This is true, but at the moment the effect of this commercial exploitation is well worth seeing. The flooded pits give an astonishing effect of half-a-dozen little "replicas" of Vermeer's "View of Delft," and it is worth a journey to the site to obtain all the interest and change which a trip to Rotterdam and The Hague affords. It is indeed most striking and interesting on a sunny day—this Little-Holland-in-Sussex created from commercial exploitation without plan.

THE KING DRIVES TO WINDSOR — HIS MAJESTY ACKNOWLEDGES THE POPULAR GREETINGS AS HE LEAVES LONDON FOR ROYAL LODGE, WHERE THE ROYAL FAMILY IS SPENDING EASTER: This was the first picture of the King taken after his second operation and the publication of the bulletin which declared: "The King's recovery from his operation has been uneventful. Instrumental tests have confirmed the substantial improvement in the blood flow to the right foot, which had already been observed clinically after the operation"

Petty Sessional Deadwood.—The present Lord Chancellor, as I believe, is commendably anxious to clear away deadwood in the existing lay magistracy. What is deadwood? I suppose that the modern ideal of a lay magistrate would be a man or woman of about forty, well versed in the law of evidence and Court procedure, with abilities adequate quickly to comprehend the legal points developed in the case under examination, young enough to understand the "claims of youth," old enough to know the value of spilling no irrelevant words, orderly, punctual, regular, with no political bias and no local axes to grind. These ideals are not readily obtainable. Men of forty who have passed their Bar examinations are seldom available in rural areas nowadays for voluntary work. The whole petty-sessional system would collapse if men over fifty-five or sixty were automatically eliminated. The rough-and-ready test of regularity—statistics of attendance which are now required from magistrates' clerks—is not a satisfactory test. Many chairmen might ruefully argue that regularity of attendance is sometimes a recurrent evidence of dry-rot. The modern tendency is to dispense with consultation with the local Benches in the matter of new appointments and of the efficiency of existing personnel. The Lord Lieutenant and his advisory committee, with the Clerk to the Lieutenancy, are the link between the Lord Chancellor and the local Bench, and all sense and reason urge that the Lord Lieutenant should enlarge rather than reduce the scale of his consultations with the chairmen of his Benches. For they alone can furnish him with the facts he requires as to the efficiency of serving justices and the types of new recruits required to cover the division and to maintain a balance among the different sections in the community; without which balance criticism of "class prejudice" is certain to arise. It is ill advised to use the Justices' Clerk as the chief source of information on the working and requirements of a petty-sessional Bench and to rely on statistics of attendance alone.

Where Ignorance is Bliss.—When I was young, it was not uncommon to meet an oldish labourer who could neither read nor write. But I was surprised to find before us on the Bench the other day a well-dressed, well-spoken young man of twenty-four who admitted that he could neither read nor write. It appeared that his father had been a travelling showman who had managed to evade the Education sleuths. The youth was charged with an offence under the Traffic Acts. It was rather an abstruse point, and although we had the benefit of explication by the defending lawyer and other legal luminaries, it was the young defendant himself who appeared to offer the clearest explanation of the relevant and contradictory clauses. And what do you know about that? It is a curious sidelight on the drafting of our laws and regulations. They are often clearer if you don't confuse yourself by reading them.

A Long Run.—When I go (which is seldom nowadays) to a London theatre, I am usually struck by the mature age of the audience. Whatever the type of play, the young appear to be in a small minority. I account for it on the grounds of the high price of tickets, and of the meal which inevitably must follow. I read also that at the moment spare cash is hard to come by in all classes and every age group, and that theatres, high-class restaurants and the gambling fraternity are all feeling the pinch. It may be so. Nevertheless, some theatres have been winning big money and making new record long runs. *Oklahoma* at Drury Lane, for example, has now had a run of 875 performances, and has well beaten *Rose Marie*, the previous holder, also from America. This *Oklahoma* (which I have never seen) ran for 2,200 performances in the States, an American but not a British record, which *Chu-Chin-Chow* still holds from August, 1916. *Oklahoma* has earned nearly £900,000 in London, and has played to nearly 2,000,000 people, and has yielded nearly £250,000 in Entertainment Tax. This is a juicy prize in a highly-speculative business, and I understand why so many managers continue to drive on in hope, in the face of all discouragements. Myself I wonder what would be the effect on box-office receipts if the fashion of beginning plays at 8.15 returned. Perhaps it would be adverse, since the apparent maturity of audiences does not support my own senile dislike of plays which rob me of dinner and force me to indulge in an indigestible supper at 10 o'clock. And no doubt the earlier hours are a boon to the theatre's most important supporters from the suburbs.

That New Car.—Four years ago I put down my name for a new smallish car, the brand I have used and always was wont to replace every two years before the war. My name has not risen *one place on that list* since 1945. Now there are signs of change. Commercial firms who need fleets of cars are suddenly being embarrassed by deliveries. The export market has received a temporary check and dumping on the home market is for the moment in fashion. The old client who has been faithful to one firm is no longer a target for scorn, and the agent in that chain of delivery agents has ceased to be apathetic and unsympathetic. In a word, there is a panic switch from the overseas to the home market, and the old and faithful client is to be once more acknowledged as a useful sideline. The reward of faithfulness? No, the result of economic expediency.

THE OLD STAGER

BRITAIN'S FOREIGN SECRETARY ATTENDS THE NEW SESSION OF THE UNITED NATIONS ASSEMBLY—MR. ERNEST BEVIN SEEN AT FLUSHING MEADOWS, NEW YORK, WITH MR. DEAN ACHESON (LEFT), THE UNITED STATES SECRETARY OF STATE, AND SIR ALEXANDER CADOGAN, BRITAIN'S PERMANENT DELEGATE TO THE UNITED NATIONS: The opening proceedings were attended by many leaders in world affairs, as they followed close on the signing of the Atlantic Pact in Washington. M. Schuman, the French Foreign Minister, was among the delegates, as also was M. Spaak, the Belgian Foreign Minister. There was disappointment when it became known that M. Spaak would be unable to resume his chairmanship of the Assembly's political committee, which is charged with most of the remaining work on the agenda. Dr. Evatt, of Australia, the President of this U.N. Session, described, not without bitterness, the many changes that had occurred in the world since the Charter was accepted at San Francisco "by all the nations who had fought together in the great crusade against tyranny." After attending the ceremonies at Flushing Meadows, Mr. Bevin returned to Washington, and there joined M. Schuman and Mr. Acheson in three-Power talks

U.N. AT WORK

Mr. Bevin in New York and Dr. Bunche at Rhodes

THE ARMISTICE OF RHODES—TRANSJORDAN AND ISRAEL SETTLE THEIR VITAL DIFFERENCES IN THE PRESENCE OF THE UNITED NATIONS MEDIATOR: *Left*—A general view of the Armistice Conference at the Hotel des Roses, on the Island of Rhodes and (*right*) Dr. Ralph Bunche, the United Nations mediator, a Negro from Detroit, seen with members of his staff. On his right hand are Lieut.-Colonel Comlin, Mr. John Reedman, of South Africa (Economic Adviser), and General Riley. On his left hand are Mr. Henry Vigier and Mahmoud Bey

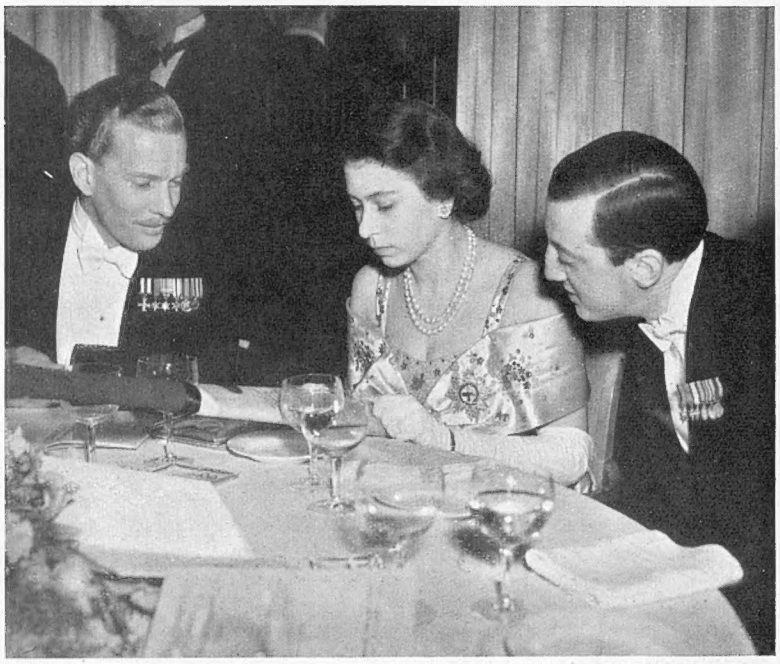
By bringing about the signature of the Armistice between Israel and Transjordan, Dr. Bunche, the United Nations mediator, has achieved a diplomatic triumph and has done much to raise the prestige of U.N. in the eyes of the world. Israel made several big concessions, thanks to the reasoning of Dr. Bunche and his colleagues, and the Rhodes conference ended on a note of marked good will. Before this Dr. Bunche had already brought off agreements with Egypt and Lebanon, two other former Arab enemies of the new sovereign State of Israel. To those who seek the secret of his success, Dr. Bunche quotes baseball: "Keep on pitching and then pitch some more," he says. The forty-four-year-old Negro, who won a scholarship to Harvard, is the son of a Detroit barber. He helped Gunnar Myrdal, the distinguished Swedish writer, to compile his masterly treatise on the status of the American Negro. After the United Nations success at Rhodes, Dr. Bunche declared: "You used pens, not swords. You applied reason, not force, and you reached agreement."

THE PRINCESS NEVER MISSED A DANCE: Her Royal Highness the Duchess of Edinburgh dancing with Major David Butters during the ball held at the Dorchester to aid the funds of the National Playing Fields Association. Nearly 1,000 guests were present at the ball

AS PRESIDENT OF THE NATIONAL PLAYING FIELDS ASSOCIATION THE DUKE OF EDINBURGH RECEIVED THE GUESTS AT THE DORCHESTER BALL: Princess Elizabeth's dress was the off-the-shoulder half-crinoline of white satin, trimmed with motifs of blue sequins, which she wore during her recent visit to Edinburgh. The Princess wore the new short hair-style. The evening was voted a great success and proved a notable fund raiser for the National Playing Fields Association

ROYALTY AT THE NATIONAL PLAYING FIELDS BALL

One Thousand Guests Forgather at the Dorchester

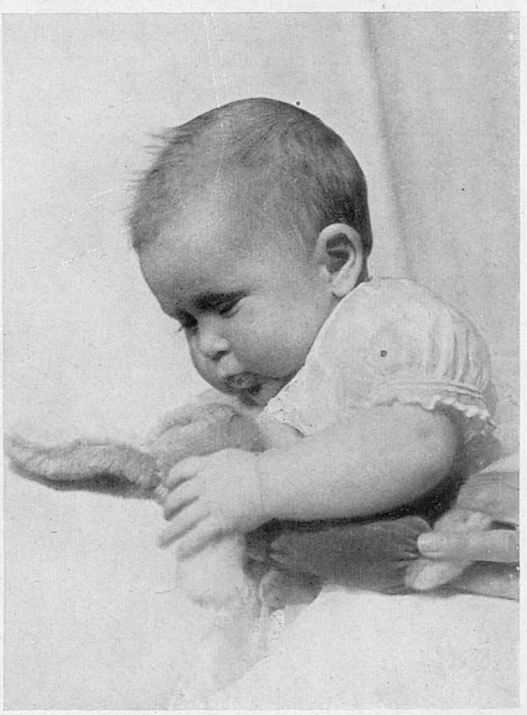


TO RAISE FUNDS FOR THE NATIONAL PLAYING FIELDS ASSOCIATION: Princess Elizabeth examining a cricket bat which was auctioned in the course of the ball at the Dorchester. Another money raiser was the raffle, and the Duke of Edinburgh won the prize of half-a-dozen new-laid eggs

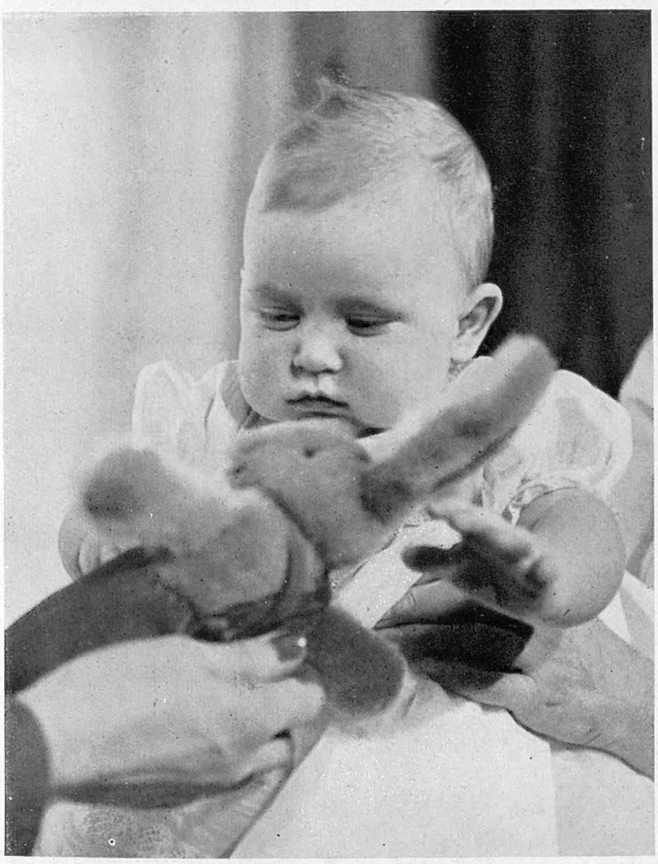
JACK TRAIN ENTERTAINS THE GUESTS ON A MOTORISED BICYCLE: The B.B.C. comedian watched by the Royal Party during his cabaret turn at the Dorchester Ball. Among those at the Royal table with the Duke and Duchess of Edinburgh are Lord and Lady Brabourne, Lady Pamela Mountbatten and Major David Butters

PRINCE CHARLES
AND HIS FAVOURITE RABBIT
New Pictures from Buckingham Palace

PRINCE CHARLES AT NINETEEN WEEKS: The fair-haired, blue-eyed son of Princess Elizabeth and Prince Philip, seen at Buckingham Palace, where he gave a camera interview. Prince Charles is seen in the other pictures on this page playing with his favourite toy, a rabbit with white-and-brown ears and green dungarees



PRINCE CHARLES GREETS THE PRESS: His Royal Highness sits up and plays with his favourite toy in his spacious nursery at Buckingham Palace. After Christmas the Prince spent some time with his parents and grandparents at Sandringham, benefiting from the invigorating breezes of the Norfolk coast. His father drove him back to London in the family car



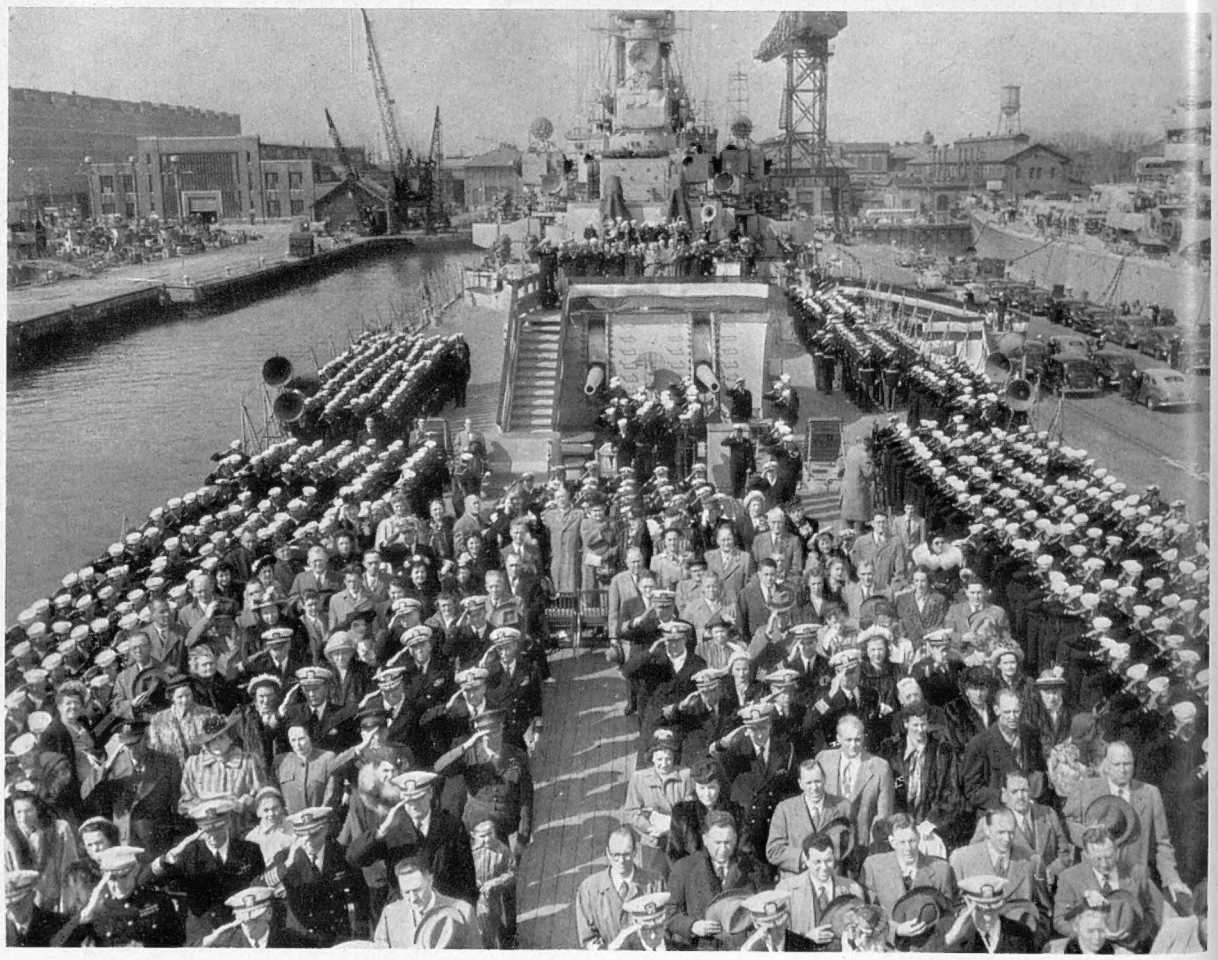
THE RABBIT WITH THE GREEN DUNGAREES: *Above and on right*—Prince Charles and his favourite toy—two more pictures of the young Prince who stands second in succession to the Throne

THE U.S.S. "ROANOKE" IS "JOCKEYED" UP THE DELAWARE EN ROUTE TO THE PHILADELPHIA NAVAL YARD: The "Roanoke," latest light cruiser in the United States Navy, was laid down in May 1945 at the New York Naval Yard. She has a displacement of 14,700 tons, carries twelve 6-in. guns in six turrets, suitable for high- or low-angle fire, and is designed primarily to provide cover for aircraft-carriers. The "Roanoke," indeed, falls into line with the new conception of naval warfare, in which carriers are the spearheads of the fleet and battleships and heavy and light cruisers have a largely protective role for the spearheads. "Roanoke's" 6-in. guns are of a new automatic model with power rammers

"ROANOKE"

AMERICA'S NEW LIGHT CRUISER

Her Commissioning in the Philadelphia Yards



On right—THE COMMISSIONING OF THE U.S.S. "ROANOKE": This was the scene on board the light cruiser as the American National Anthem was played in the presence of the "Roanoke's" crew and visiting dignitaries. The ceremony took place in the Philadelphia Naval Yard

AMERICA'S ARMED MIGHT ON PARADE AT GRAFENWOEHR, BETWEEN NÜRNBERG AND BAYREUTH : An aerial view of tractor-drawn artillery of the United States Constabulary practising in preparation for the big American Army Day manœuvres in the United States Zone

AMERICA'S COMBAT FORCE IN GERMANY

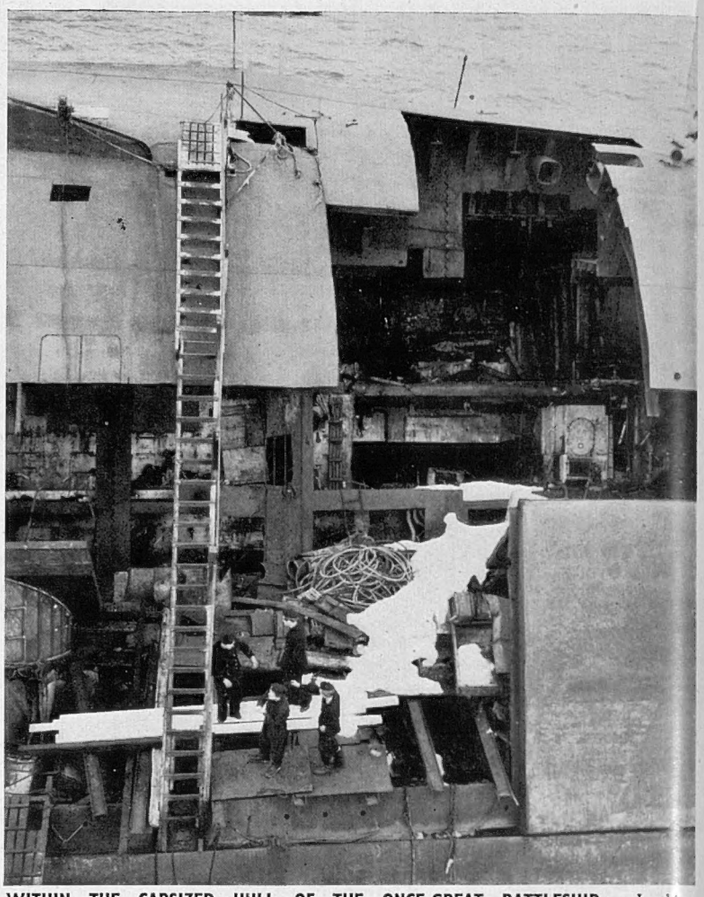
A Parade of the Constabulary Striking Force at Grafenwoehr

There are about 93,000 American troops in the South German theatre the personnel being about equally divided between the Constabulary, created to maintain law and order in the event of civilian resistance, and the First Infantry Division. Since the New Year the role of the Constabulary has changed swiftly, and last week's parade of its newly-acquired tank force at Grafenwoehr was proof of its present striking power. In the event of hostilities in Germany, the Constabulary could be sent out to strike in counter-attack at the flanks of an invading force. Major-General White's highly-mobile unit, with its tanks equipped with 90-mm. and 75-mm. guns, positively bristles with arms. The unit is administratively self-contained, having its own ordnance, medical and quartermaster departments and an air section consisting of two artillery observer planes. The Constabulary could move rapidly over long distances.

AMERICAN ARMY ENGINEERS BRIDGE THE RHINE IN 1½ HOURS : A 45-ton M25 tank crosses a pontoon bridge at Oppenheim during the manœuvres. Five military bridges were erected across the Rhine during the combined Franco-American manœuvres. One, a 720-ft. modified Bailey Bridge, was thrown across in the record time of 1 hr. 35 mins. Mock strafing attacks were then made on the bridges by American and French planes. The pontoon bridge which is shown in the above picture was erected by the 1st Combat Engineer Battalion of the 1st Infantry Division United States Army. The manœuvres were watched by a number of high-ranking officers of the British, French and U.S. Armies

TANKS OF THE U.S. CONSTABULARY : A dramatic aerial view of a mobile column. The tanks are equipped with 90-mm. and 75-mm. guns. Much of the equipment has lately arrived in Bavaria

REDUCED TO A MERE HULK—THE 58,000-TON BATTLESHIP "TIRPITZ," LYING ON HER SIDE IN TROMSO FJORD, WHERE SHE IS BEING BROKEN UP FOR SCRAP: The battleship, which never fought a battle and proved to be the most useless and costly weapon forged by Nazi might, turned turtle after being holed in Tromso Fjord in 1944

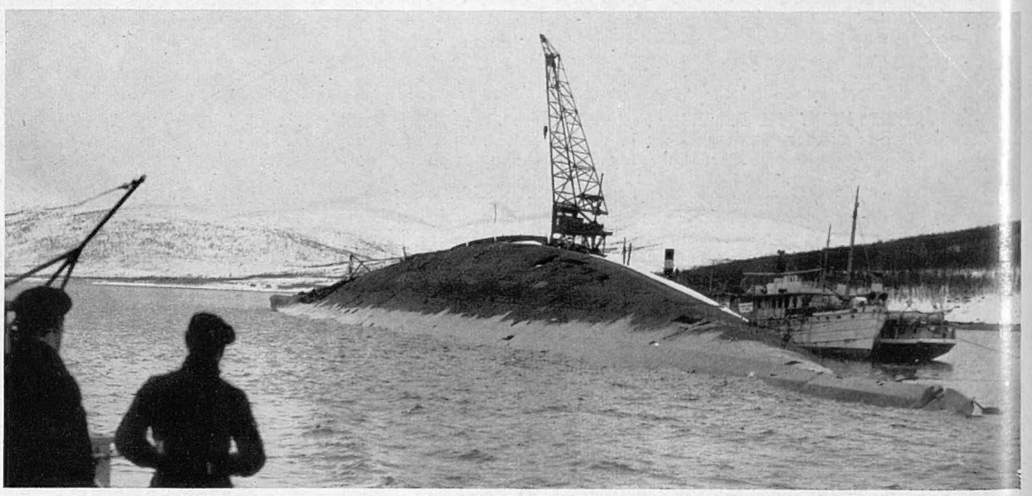


WITHIN THE CAPSIZED HULL OF THE ONCE-GREAT BATTLESHIP: Looking through the torn side of the *Tirpitz*. The salvage firm engaged in the task of dismantlement have removed all the electric motors and copper cables, and are reputed to have covered their entire costs already. Instruments from the brass band of the *Tirpitz* are among the items recovered, and it is said they are now being used in one of the villages in the neighbourhood of Tromso

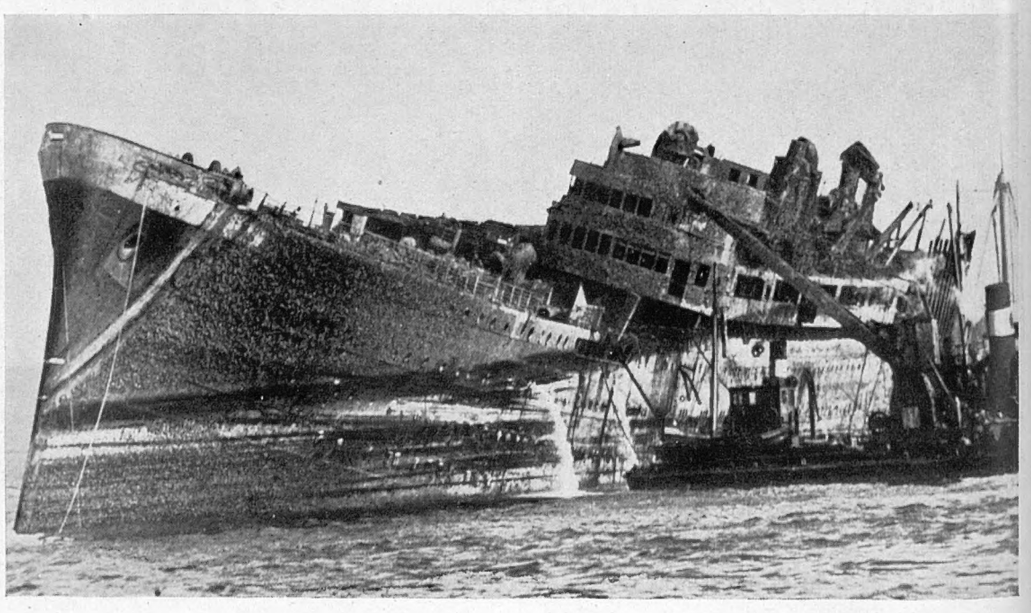
BREAKING UP THE "TIRPITZ"

Germany's Much-vaunted Battleship in the Hands of Norwegian Salvage Men

The *Tirpitz*, which never fought a naval battle and fooled the British Navy in only one respect—the matter of her size—was pursued relentlessly from the day when she was commissioned in 1940 to the day in 1944, when, half a wreck already, she sank ignominiously in Tromso Fjord, under a vast weight of British bombs. She was attacked by midget submarines manned by British naval crews; she was attacked by Lancasters based on Russia; she was attacked by Barracudas from aircraft-carriers cruising off the Norwegian coast; and there was even an attempt to encompass her destruction with "human torpedoes" which were carried into Trondhjem Fjord slung under the keel of a Norwegian fishing-smack. The final attack was in 1944, and the *Tirpitz* rolled over to her doom in the shallow waters of Tromso after direct hits from six-ton bombs. The salvage operations, which are proving highly profitable for a Norwegian concern, are going ahead apace, and by 1950 there will be nothing left of the once-proud flagship of the German Navy



THE RUSTED HULK OF THE "TIRPITZ" IN THE TROMSO FJORD: She lies like a giant whale in the shallow waters. A crane, specially brought from Hamburg for the task, is mounted on the hull and this transfers each piece of 1-ft.-thick armour plating as it is torn from the sunken battleship by the acetylene cutters



On right—**THE GERMAN LINER "NEW YORK" IS RAISED IN KIEL HARBOUR:** The 23,000-ton luxury vessel seen as she was surfaced at the beginning of April. The *New York* is one of 246 wrecks and sunken vessels recovered for scrap in Kiel Harbour. Until six months ago such scrap was classed as war booty, and was available free, but under the terms of the European Recovery Programme it now has to be paid for. The scrap is being shipped to Britain at the rate of 20,000 tons per month, for which £7 2s. 6d. per ton is credited to the German economy. The German contractors are said to be jubilant at the high prices paid. Included among the wrecks in Kiel Harbour are fifty submarines and other relics of Hitler's Navy. The fact that the harbour is tideless has naturally facilitated the progress of salvage operations

CITIZENS OF OTTAWA GATHER ON PARLIAMENT HILL TO WELCOME NEWFOUNDLAND AS A NEW PROVINCE IN THE CANADIAN CONFEDERATION: This was the scene in front of the Federal Parliament during the symbolic ceremony at which Mr. St. Laurent, the Canadian Prime Minister, climbed to a raised platform where, with mallet and chisel, he delivered the first strokes in carving the arms of Newfoundland on a blank shield adorning the Peace Tower. Field-Marshal Lord Alexander of Tunis presided, and there was another ceremony at the same time at the new provincial capital of St. John's

CANADA'S NEW PROVINCE

NEWFOUNDLAND'S ENTRY INTO THE CONFEDERATION CELEBRATED IN OTTAWA

Newfoundland was discovered by John Cabot in 1497, and before long, Portuguese, Spanish and French fished around its grim coasts. In the seventeenth century English colonists established themselves there, and exclusive British sovereignty was ceded in 1713. There has always been a party in Newfoundland eager for union with Canada, but, on the other hand, the sturdy independents have remained in the majority. At the election in 1869 the party favouring confederation was defeated by a very large majority at the polls, and since then at least one other serious attempt at union has failed. In 1933 Newfoundland lost her power of self-determination owing to the deeply tangled financial situation, and this suspension of the Constitution was contained in the Newfoundland Bill. Since the Second World War Newfoundland has moved steadily towards Confederation with Canada, and now that she has at length become the tenth Province, Canada has welcomed her in generous fashion.

A PICTURESQUE CEREMONY BEFORE THE PEACE TOWER OF THE CANADIAN FEDERAL PARLIAMENT: Field-Marshal Lord Alexander of Tunis, Governor-General of Canada, at the ceremony on Parliament Hill, where he delivered the King's message and welcomed Newfoundland as Canada's new Province. In the centre stands Mr. Louis St. Laurent, the Canadian Prime Minister, and on the right is Mr. Gordon Bradley, the first Cabinet Minister from Newfoundland. Mr. St. Laurent and Mr. Bradley climbed to the raised platform behind them and there used hammer and chisel in order to start the work of carving the arms of Newfoundland on a blank panel

MR. GORDON BRADLEY, OF NEWFOUNDLAND, WHO ENTERS THE CANADIAN PARLIAMENT AS SECRETARY OF STATE, SPEAKING ON BEHALF OF HIS COUNTRYMEN AT THE OTTAWA CEREMONY ON PARLIAMENT HILL

b

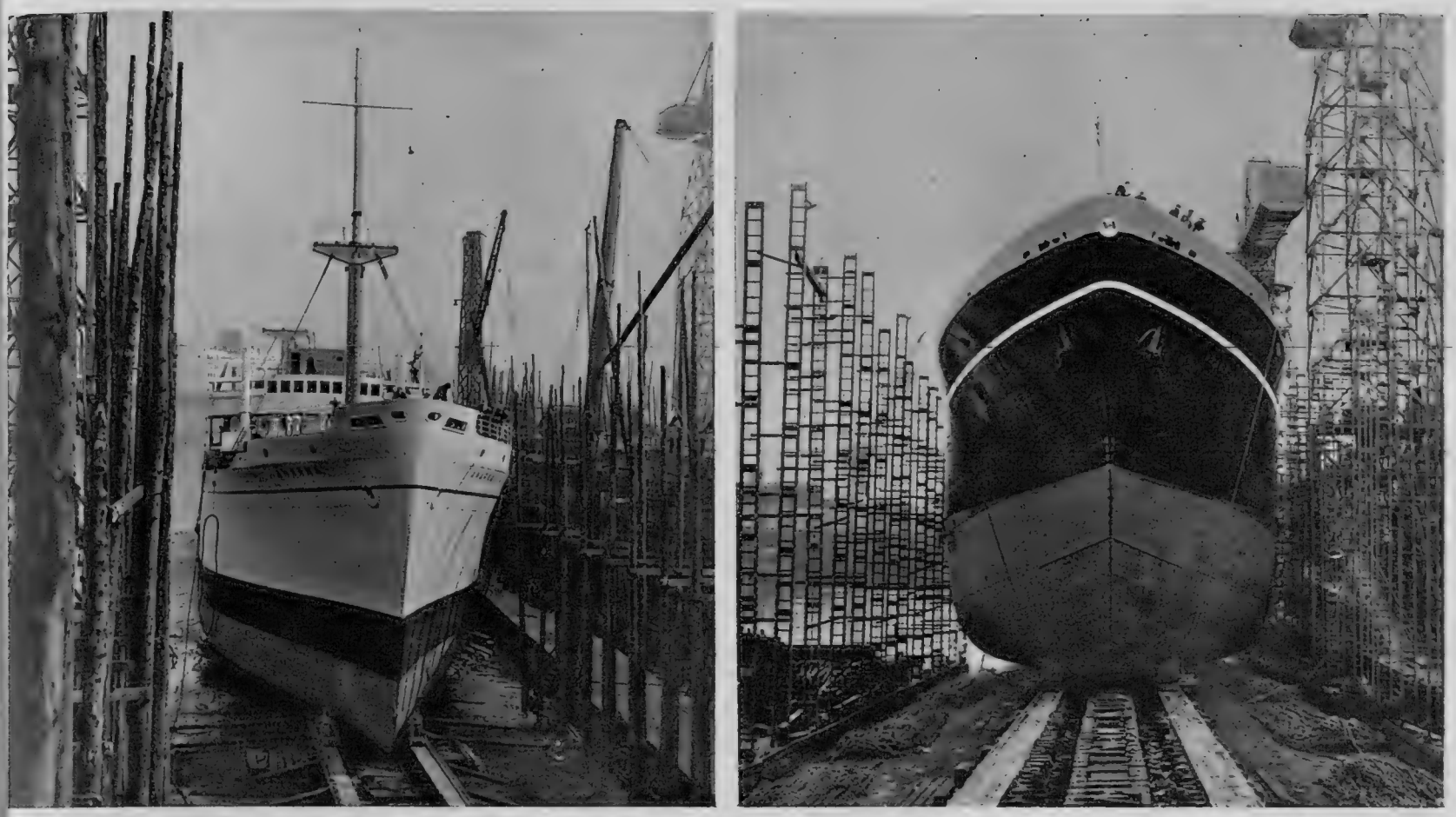
THE LAUNCH OF THE "OSLOFJORD"—THE ANIMATED SCENE IN THE AMSTERDAM DOCKYARDS AS THE NEW NORWEGIAN LINER TOOK THE WATER AFTER BEING LAUNCHED BY CROWN PRINCESS MARTHA OF NORWAY: Norway's merchant fleet, so much depleted during the war years by U-boat sinkings, will receive another new addition in 1950, when this 16,000-ton vessel goes into service on the Western Ocean, operating between Scandinavia and North America. It is fully expected that the task of fitting her out will be complete by the end of the year. The "Oslofjord," the biggest ship built in Holland for a foreign line, will have swimming-pools, and, in addition to the usual series of public rooms, there will be an elaborate Winter Garden

THE WORLD'S EXPANDING MERCHANT NAVIES

NEW LAUNCHINGS IN BELFAST, ON THE CLYDE, AND IN AMSTERDAM

SPECIALLY DESIGNED FOR THE INDIAN COASTAL TRADE: The S.S. *Champvati* entering the water after being launched from Harland and Wolff's Belfast yards for the Bombay Steam Navigation Company. The *Champvati* and her sister-ship the *Rohidas*, which was launched on the following day, have gross tonnages of approximately 1,200. They will each have accommodation for fifteen first-class and 1,100 deck passengers. They are both of special shallow draught

PAINTING A SWASTIKA ON THE BOWS OF THE "ROHIDAS": The Aryan symbol for well-being is placed on the new ship by Mr. T. M. Goculdas, a director of Scindia Steamships (London) Ltd., before the launch of the new Indian coastal vessel from Harland and Wolff's Belfast yards. Both the naming of the *Rohidas* and the *Champvati* (illustrated on left) was done with all the traditional ceremonial attaching to the launching of Indian vessels. Each vessel is designed with raked stem, cruiser stern, two masts and a single streamlined funnel. In both vessels there is a deckhouse at the forward end of the boat deck for the fifteen first-class passengers. Special attention has been paid to ventilation



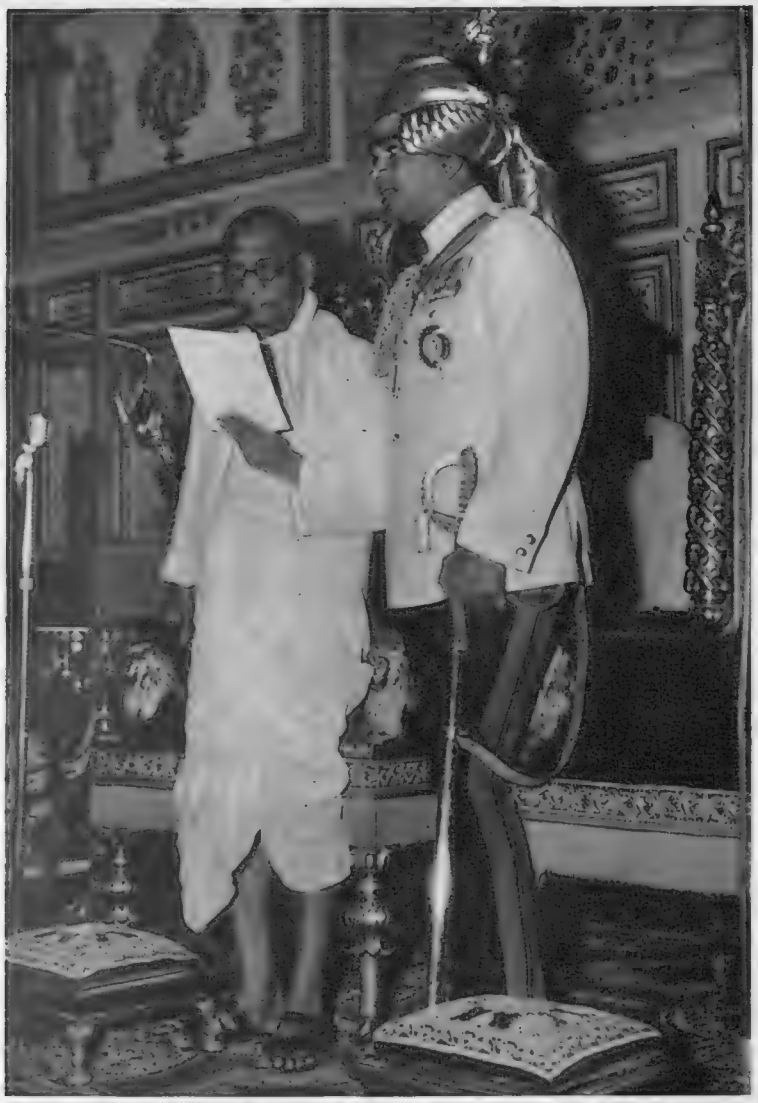
TWO CLYDESIDE LAUNCHES: *Left*—The "Amarna," of 3,350 tons gross, designed for the fruit trade in the Mediterranean, about to enter the water from Harland and Wolff's Govan shipyard. *Right*—The 750-ton "Braeside" being launched from Barclay Curle's Yard for Burns, Philp and Company of Australia

At the moment both Clydeside and the Belfast shipbuilding yards seem to be humming with activity, and John Brown's are anticipating new work on the Clyde in connection with a big P. and O. cargo vessel. With this contract, John Brown's have ten vessels to launch, among them two passenger liners and a cargo motorship for the New Zealand Company and four tankers for Panama. The recent launch of the cargo motorship *Amarna* was not in itself an event of outstanding importance, but many took note at the time of the forthright words of Mr. James Paton, managing director of the Moss Hutchison Line, who was deeply critical of current trends in shipbuilding. He declared that in 1927, when the *Kheti* was built in the same yard, it took exactly eight months to produce, whereas the *Amarna* had taken fifteen months to reach the launching stage. The prolongation of building time, said Mr. Paton, was attributed mainly, but not exclusively, to inadequate supplies of steel. Other factors, he said, were the reduction of working hours, and in some instances lack of reasonable effort. He said it was a sad commentary on post-war practices that neither the builders nor the owners knew what the ultimate cost of the *Amarna* would be

THE MOTOR TANKER "VESTFOSS" ABOUT TO BE TAKEN IN TOW AFTER LEAVING THE BELFAST YARDS OF HARLAND AND WOLFF: The "Vestfoss" represents another important overseas contract for British shipbuilding, as she is destined for Thor Thorsens Linje of Oslo. The vessel is of the usual tanker design with propelling machinery aft, with poop, centre castle and forecastle connected by a fore and aft gangway. Crew accommodation is of a very high standard

1. THE COUP D'ÉTAT IN SYRIA: Armoured cars seen on duty in Damascus, twenty-four hours after the Army had overthrown the Syrian Government

2. GUARDING A DAMASCUS GATE: A patrol of armoured cars keeping the peace after the military coup d'état and the success of Husni Bey Zaim



3. SWEARING-IN THE RAJPRAMUKH (CHIEF PRINCE) OF THE UNITED STATE OF RAJASTHAN: Sardar Vallabhbhai Patel, Deputy Premier of India, with the Maharaja of Jaipur, nominal head of the new Union

1 and 2. THE ARMY SEIZES CONTROL IN SYRIA: Colonel Husni Bey Zaim, who succeeded Abdullah Afteh as Chief of Staff last May, a politically independent professional soldier who fought in the Arab revolt against the Turks in the First World War and for Vichy forces in 1941 in Syria, a graduate of the St. Cyr Military Academy, staged the *coup d'état* in Damascus at the beginning of April. His actions were swift and successful. The Prime Minister, Khalid el Azzam, and his colleagues were taken into custody, and President Shukri el Kuwatli was deposed. The country was put under martial law, the frontiers were closed, and communications between Damascus and the outside world were interrupted. At first it was thought that the *coup* related to foreign affairs, as it occurred immediately after Syria had agreed to withdraw troops from the northern front and begin armistice talks with Israel. A statement made by Colonel Husni Bey Zaim after the success of his *coup* showed that such speculations were wide of the mark. The revolt is not intended to change Syria's international agreements, and the armistice talks with Israel were continued more or less as arranged. Domestic affairs were the root cause of the upheaval, notably the Government's failure to keep down prices and to cope with financial chaos. The Government had also offended the Army, first by pay-cuts and also by selecting Army officers as victims to be offered to the popular outcry against corruption in official circles. The Army was openly contemptuous of the ruling group of politicians, and it took action in order to vindicate its injured professional pride. On April 2 Colonel Husni Zaim announced the dissolution of the Syrian Chamber, and the convocation of a consultative commission to draft a new constitution "guaranteeing the aspirations of the people."

3 and 4. THE EMERGENCE OF RAJASTHAN: In a brief ceremony at the magnificent Durbar Hall in Jaipur, the Deputy Prime Minister of India recently accomplished what neither the Mogul emperors nor British rule had done. He erased from the map the individual warrior States of Rajputana, "home of Indian chivalry," and planted in their place the new political unit which is to be called the Union of Greater Rajasthan (Land of Princes). Rajasthan will be administered by the New Delhi Government through local Congress Party officials until

FOREIGN NEWS IN PICTURES

A Survey of Events Abroad

elections for the Rajasthan Assembly can be held. The States merged are Jaipur, Jodhpur, Bikaner, Jaisalmer, Bundi, Jhalwar, Kotah, Kishangarh, Shahpur, Tonk, Banswara, Dungarpur, Kushalgarh, Partapgarh and Udaipur. Ranging in size from 300 to 36,000 square miles, together they form the largest administrative unit in the new Indian nation, with 120,000 square miles and a population of 11,000,000. The thirty-eight-year-old Maharaja of Jaipur, known for his polo-playing and for four

DEMOLITIONS CONTINUE AT HAMBURG: The wreckage of the giant floating crane which has been blown up by the British military authorities as it is regarded as an installation essentially military in value. As regards the general dismantling question, there has lately been a tendency towards compromise

4. WALKING IN STATE TO JAIPUR'S DURBAR HALL: Sardar Vallabhbhai Patel, and the Maharaja of Jaipur at the inauguration of the union of Rajasthan

5. SUNDAY MORNING IN PRAGUE: Members of the Volunteer Labour Brigades who give up week-ends for clearance and rebuilding work in the capital

6. THE FRONTIER CHANGES IN WEST GERMANY: An inscription on a wall in Tüddern, typical of many which have appeared since territorial cessions were discussed

7. GANGELT DEMONSTRATES: Townsfolk protesting against the transfer of this Rhineland town near Aachen. It may become part of Holland

crashes in his private aeroplanes, retains some administrative powers as Rajpramukh (Chief Prince). Other Princes of the proud Rajput lines, including the Maharana of Udaipur, regarded by the Hindus as undisputed heir to the throne of the pre-eminent Hindu Rama, lose all semblance of power and become merely pensioned noblemen. The emergence of Rajasthan was described by Prime Minister Pandit Jawaharlal Nehru in a message to the Maharaja of Jaipur as a "unique occasion." The Prime Minister said that he hoped that the culture for which Rajputana was as famous as it was for its warriors would be preserved in the new order.

5. CZECHOSLOVAKIA CONFORMS TO THE FAMILIAR PATTERN: Any Sunday in the Old Town Square in Prague—or, for that matter, in any other part of the city or in any one of the cities and towns of the Czech Republic—members of the Volunteer Labour Brigades, sponsored by the Czech Communist Party, can be seen hard at work clearing rubble and preparing for rebuilding operations. There is considerable opposition to the Government among young people in Prague, however, and only recently a student was sentenced to death for plotting against the Republic." Eleven other persons, between the ages of twenty-one and twenty-five, were also sentenced to imprisonment, "for plotting against the Republic."

THE VICTORY OF VICTOR KRAVCHENKO: The author of *I Chose Freedom* is seen (right) seated in the Paris court where he heard the news that he had won his libel suit against the Communist magazine, *Les Lettres Francaises*. Decisions were given in Kravchenko's favour on all three allegations of libel

6 and 7. THE NEW ALIGNMENT OF THE GERMAN FRONTIERS: Altogether Germany will cede to Holland, Belgium, Luxembourg and France about 52 square miles of territory with a population of 13,500, who may stay where they are or move across the new frontiers as they prefer. Compared with the original claims made by the Allies after the war—Holland alone asked for 675 square miles—these adjustments or "rectifications" are far from onerous, and few will agree with the German political leaders who have talked resoundingly about the Allied *Diktat*. It has taken five years to come to these decisions, and on the whole delay has worked in Germany's favour. Some of the original claims have been abandoned as unwise, while others have been opposed by the British and United States Governments. In the end those proposals were considered which could be regarded as desirable to eliminate local anomalies and improve communications.

8. THE EXILED HOUSE OF SAVOY: Last year ex-King Victor Emmanuel of Italy died in exile in Egypt. His son, ex-King Humbert, lives in Portugal, and the ex-Crown Prince Victor Emmanuel, upon whom the hopes of the Monarchists are now set, is at Merlinge, Switzerland, where he is being tutored by the son of Professor Piccard, the same Professor whose activities with balloons and bathescaphes have from time to time engaged the attention of the world. Recently about 100 Italian Monarchists journeyed to Merlinge to present a motor scooter to their former Crown Prince.

9. THE MILAN TRADE FAIR: Twenty-three nations are officially represented at this year's international fair, and ten more are represented through private exhibitors. The fair, the fourth to be held since the war, reflects the gathering pace of north Italian industry. Between 5,000 and 6,000 firms are exhibiting, and it is believed that the attendance will exceed 4,000,000.

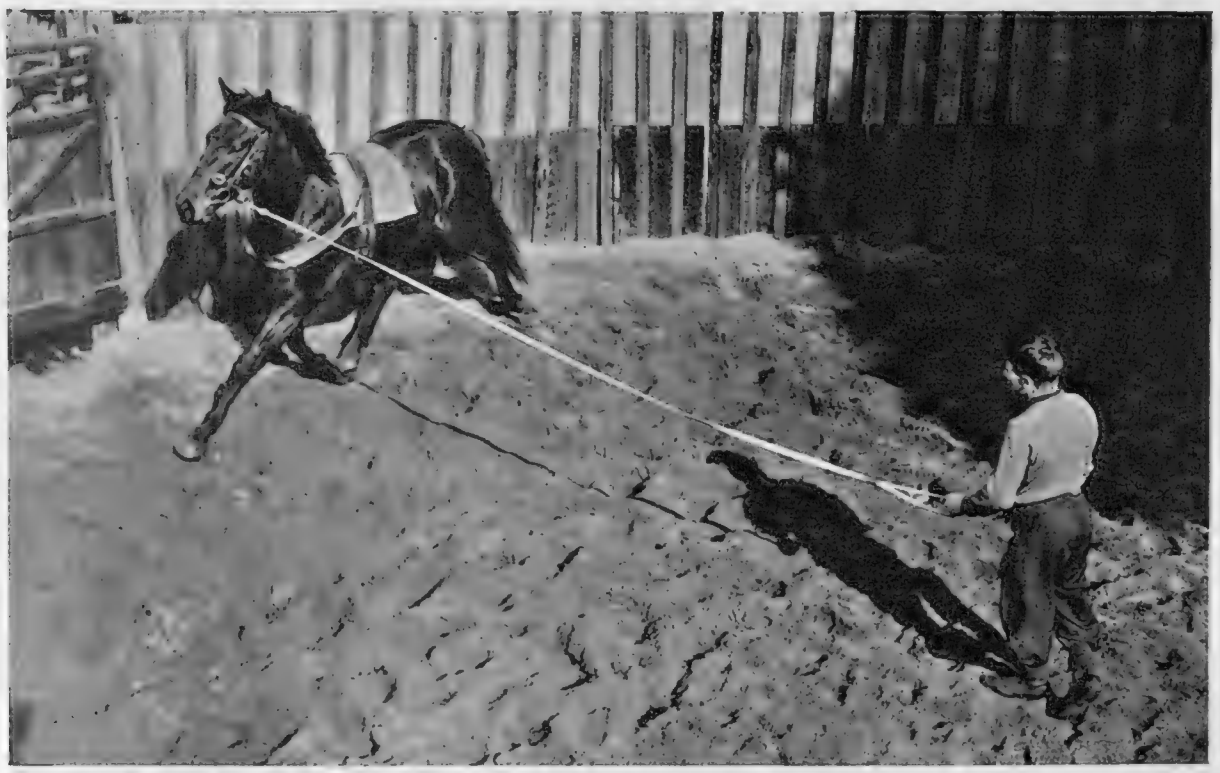
10. LAMBING-TIME IN BRITISH COLUMBIA: On the alpine pastures of Kamloops they are now shearing the sheep at the rate of about 600 a day. Canada has high hopes of developing her meat and wool trade, and if she can do so she knows that she will find a ready customer in Britain, now wrangling over prices and quantities with the Argentinians. The picture on this page was taken on the Hayward ranch near Kamloops.

8. RALLYING-POINT FOR ITALY'S MONARCHISTS: Prince Victor Emmanuel, son of ex-King Humbert, at Merlinge, Switzerland, with Professor Piccard and his son (right), who is acting as the Prince's tutor

9. IN THE GROUNDS OF THE MILAN TRADE FAIR: The international fair opened this week in the presence of the Italian President, Signor Luigi Einaudi

10. NEXT YEAR'S LAMB CHOPS: A flock of 4,000 sheep on the high pastures at Kamloops, British Columbia, where they are being fattened for market

BASKING UNDER THE BLUE GUMS : A typical scene on an Australian stud farm. This picture was taken at Kismet Park, Sunbury, twenty-three miles from Melbourne, where Mr. Leslie Aldridge breeds an average of thirty yearlings annually. Over the past two years the Kismet yearlings have brought an average price of 900 guineas at the sales. A leading sire at Kismet Park is Empyrean, a five-year-old son of the Derby winner Hyperion, one of the great sires bred during the years between the wars



THE LONG-LINING OF A CHAMPION : Ungar, who has since proved to be one of the best gallopers of his age, seen at the stables of Mr. Fred Hoysted at Mentone, some fifteen miles from Melbourne, where the horse was broken in and trained for his career on the Australian Turf. Ungar is seen circulating round the sandpit. Early on, Mr. Hoysted realised the colt's quality, and this was proved on the racecourse when, as a two-year-old, Ungar gained five firsts and was never out of the first three

TRAINING AUSTRALIAN RACEHORSES

Life on a Victorian Stud Farm and at a Big Training Stable

Australia's interest in racing is proverbial, so much so, indeed, that in the early 30's, when the sport was banned in New South Wales on Mondays, the local wits declared that it was to ensure that Sydney business men attended the office on at least one day a week.

The quality of Australia's racehorses is world-known, and it has, of course, much to do with the excellence of her grazing land, where there are now many fine stud farms of long establishment. A typical stud farm is Kismet Park, Sunbury, near Melbourne, where Mr. Leslie Aldridge has achieved a reputation almost akin to that of our own Sledmere Stud, and typical among training establishments is that of sixty-five-year-old Fred Hoysted, a veteran of the Australian Turf, who trains out at Mentone, a seaside suburb of Melbourne, and, judging by his record in turning out winners, is the foremost trainer in the state. He is certainly the most experienced.

Although Mr. Hoysted's stables can accommodate 100 horses, he seldom carries more than 50—the number he believes he can most comfortably handle.

The lay-out of the Hoysted establishment is typical of Australian racing stables, which are usually situated in built-up metropolitan areas as close as possible to a race-track.

Fred Hoysted's stables are as big as any in the Australian capital cities. They cover an area of about 4 acres, divided between stalls, exercise yards and stable-hands' quarters. The main exercise "yard" is roomy enough to allow short gallops for five horses at one time. Since the Mentone race-track is only half-a-mile from the stables, however, track gallops for the horses provide no problem.

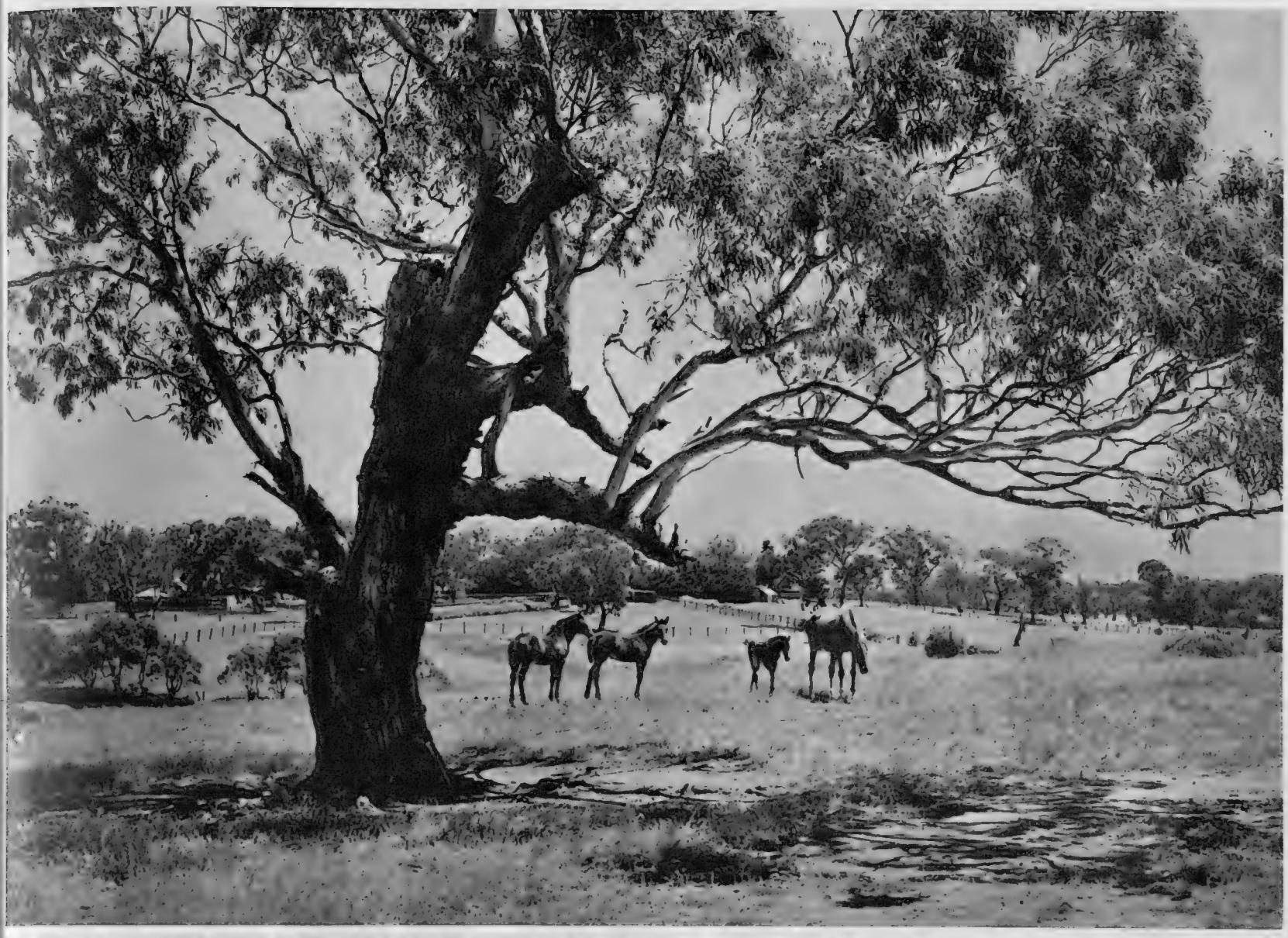
Hoysted uses his exercise yards mainly as testing and training grounds for his yearlings. A three-string barrier and a series of low hurdles are installed in the main yard.

Here rising two-year-olds can become accustomed to the barrier and can be given a grounding in jumping. Hoysted says that even if a horse has no talent for jumping the experience does him no harm, while a horse accustomed to hurdles as a yearling is much easier to train if it is later found to show promise as a jumper.

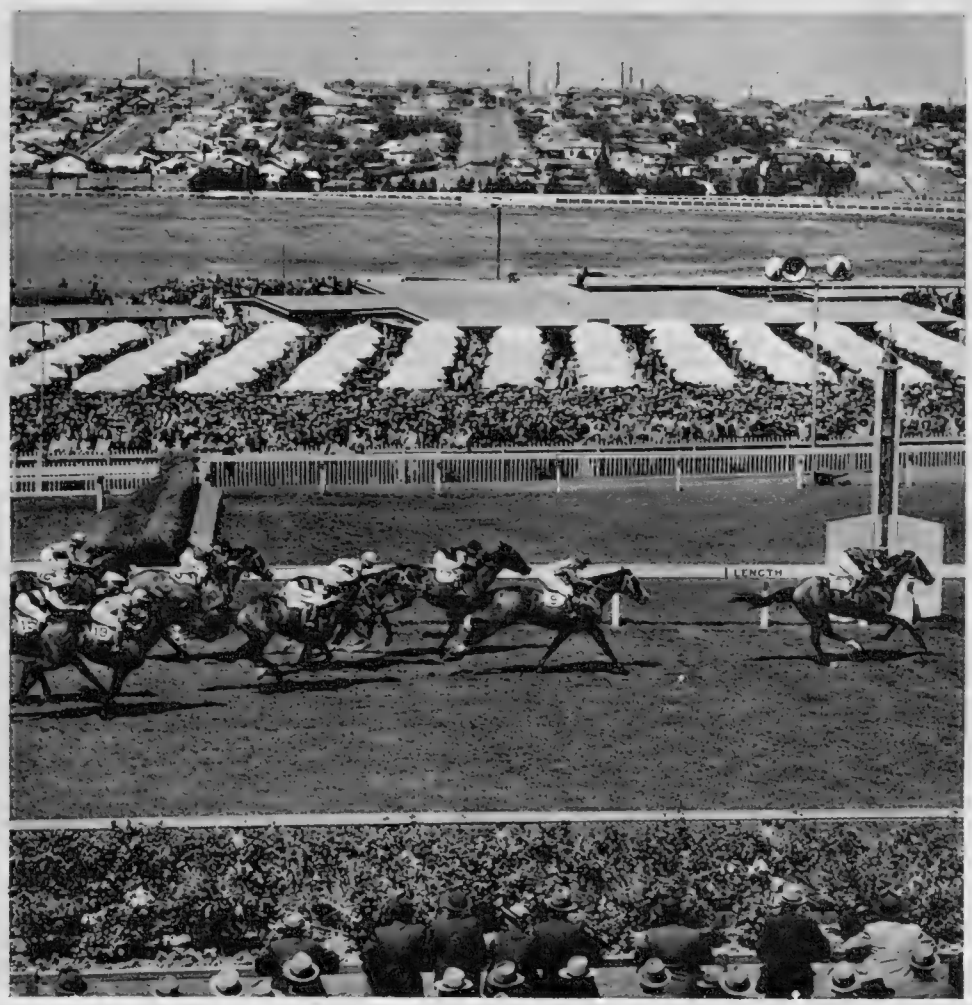
The crack thoroughbred of Hoysted's present string is the three-year-old colt Ungar. On present performances Ungar is one of the best gallopers of his age in Australia. Out of his first seven starts as a two-year-old he gained five firsts and two placings—all in important two-year-old events.

Ungar was sent to Hoysted from Melbourne's annual yearling sales in March 1947. His purchase price, 1,000 guineas, was about average for that year. Ungar's sire is the imported English stallion Law Maker.

THE MENTONE STABLES—A TESTING AND TRAINING GROUND FOR AUSTRALIAN YEARLINGS : These two pictures were taken on the exercise grounds at Mentone, near Melbourne, of Mr. Fred Hoysted, the doyen of Victorian trainers, and a former steeplechase and hurdle jockey. Mr. Hoysted, who has a string of about fifty horses, believes in training his horses over low hurdles regardless of whether they will ever be put to jumping, and two apprentice riders are seen (*left*) at an early morning gallop. *Right*—Four young thoroughbreds are seen practising at the starting-gate. The experience is as valuable for the riders as it is for their mounts, and Mr. Hoysted's intensive methods have brought to the front many a young rider who has later gained fame on the Australian Turf



THE 1,000 ACRES OF KISMET PARK PROVIDE A MAGNIFICENT BREEDING-GROUND FOR THE AUSTRALIAN THOROUGHBRED: A peaceful scene on Mr. Leslie Aldridge's Sunbury Estate about twenty-three miles from Melbourne. On a pro rata basis Australia has produced more than her share of great thoroughbreds, and for many years Kismet Park and other stud farms have exported largely, mainly to eastern countries. Among the greatest names in Australian racing history are those of the immortal Carbine and, of course, Phar Lap, which, after beating all-comers in the Commonwealth, triumphed in America's "Agua Caliente"



FROM THE CAREFREE GALLOP OF THE STUD FARM TO THE DISCIPLINED TEST OF STRENGTH ON THE RACECOURSE: *Left*—Thoroughbreds on the Kismet Park Estate at Sunbury, and (*right*) the finish of a race at Flemington, which ranks with Randwick and Caulfield as the greatest of the Australian courses. Note the riding style of the jockeys, who, on the whole, use a shorter stirrup than the British riders. In recent years Australia has sent over to Europe a number of top-ranking jockeys, notably "Togo" Johnstone, winner of the 2,000 Guineas on Colombo and the Derby on My Love, and Edgar Britt, winner of the St. Leger on Sayajirao

BEATING THE MALAYAN BANDITS

The Slow and Wearisome Process of Wearing Down the Communist-led Guerillas

The Chinese Communist insurgents in Malaya, numbering in all about 10,000 out of a total population of 5,000,000, are fighting a losing battle against the British Army, local troops and local police, but it is a slow process this starving out and wearing down of the bandits, and only now, after months of battle, are the bandits beginning to show signs of ammunition shortage. If reinforcements continue to reach Malaya from China, by sea or through Siam, the process of extermination may be indefinitely prolonged, but, on the whole, there is no widespread support for the bandits, and it would seem that they represent no truly nationalist movement. The Malays themselves may look forward to self-Government, but certainly not to government from Chinese newcomers to their land. Such, however, are the terroristic tactics of the bandits that some Chinese in Malaya are inclined to lend assistance to the bandits rather than have their throats cut.

Altogether 50,000 troops and police are engaged in the attack on the bandits, among them the Grenadiers.

MEN OF THE MALAY REGIMENT MAKE THEIR WAY THROUGH THICK JUNGLE GRASS ON PATROL IN PAHANG : During the past few weeks the bandit tactics in Malaya have tended to alter. They appear to be leaving small killer squads of determined men in the more populated areas of the west coast in order to keep "the pot boiling," while the majority of them concentrate in fairly large bands in deep jungle in the more inaccessible parts of the peninsula. It is believed that the bandits may be planning to establish a liberated area in one of the remoter parts. The main role of our troops now is to pursue these large bands in the jungle. The troops have the advantage of air supply, while as they retreat the bandits have a correspondingly greater difficulty in drawing on main sources of supply in squatter areas

GRENADIER GUARDS FOLLOW UP AN AIR STRIKE AT A COMMUNIST STRONGHOLD : A section advancing on an area which had just been blitzed by the R.A.F. British skill in jungle fighting, for the most part acquired during the Burma campaign in the Second World War, has proved a decisive factor. Major-General Dunlop, G.O.C. Singapore, recently declared that we had frequently surprised the enemy

CHINESE SQUATTERS ARE SCREENED AFTER A RAID IN THEIR AREA : Members of a squatter family arriving at a military headquarters for interrogation. The Chinese are not particularly favourable to their Communist compatriots, but they are frightened of them, and are very chary of giving information to the British

TRAPPED IN HIS JUNGLE HIDE-OUT : A Communist bandit is handcuffed with a rope before being taken into custody. About 40 per cent. of the bandits are found to be tough and determined fighters ; another 40 per cent. appear to wish that they had never got mixed up in the affair, but they know desertion spells death. The remainder are part-time bandits

THE SCHOOL FOR SNAKE CHARMERS

An Indian Village which Produces Many Exponents of the So-called "Occult Gift"

The snake-charmer likes his public to think that his power of charming cobras, pythons and other reptiles is an occult gift, but there is no evidence to support his claim, and there is a great deal of evidence that the business of snake-charming, often handed down from father to son, is a trick, pure and simple, based on an intimate knowledge of the ways of reptiles. In India, the little village of Molarbund, some fifteen miles from Delhi, is the acknowledged headquarters of the snake-charming fraternity, and from this colony "the wizards of the reed" trek the length and breadth of India practising their art. The itinerant charmers may travel far, but they always return to Molarbund, partly because the material for the best reed pipes is grown nearby, and partly to put in a little time making their snake-bite preparations, which are a profitable side-line, particularly among foreign tourists. Most of the children of Molarbund are apprentice snake-charmers, and it takes them only a few months to learn to give a quite polished performance on the pipes. They are not allowed to go on their travels until they reach the age of fifteen. Then they often set out alone.

THE HEADQUARTERS OF THE SNAKE-CHARMING FRATERNITY: Villagers of Molarbund practising with their reed pipes. They catch their snakes in the vicinity of the village. These include cobras, pythons, Russell's vipers, kraits and slow-worms. Cases are recorded of a charmer allowing himself to be bitten by one of his snakes, and where this is not an illusion created for the diversion of the tourist or the reptile a non-poisonous one, it is possible that the charmer has gained a measure of immunity by frequent innoculations with an attenuated preparation of venom from various reptiles. Usually, however, the charmer operates with a snake whose fangs have been removed. The men of Molarbund continue to insist that they are the possessors of an occult gift

CHILDREN'S HOUR IN MOLARBUND—THE TODDLERS LEARN TO PLAY THE "BEEN" AND PREPARE FOR THE DAY WHEN THEY TOO WILL BE ITINERANT SNAKE-CHARMERS EARNING THEIR LIVING IN THE TOWNS AND CITIES OF THE INDIAN SUB-CONTINENT: A group of six youngsters receiving instruction from a master of the art. It is surprising how quickly they come to understand the rudiments of the instrument. At fifteen they will be sufficiently proficient to set out on the road with a team of snakes. Snake-charming has died out in many oriental lands, but it has persisted both in Egypt and India

AGAINST THE TOWERING BACKDROP OF MANHATTAN : The 75-seater *Flying Cloud*, the world's largest landplane in commercial service, outward bound from New York on her maiden flight across the Atlantic. She had fifty-nine people on board, but is equipped to take seventy-five passengers and a crew of twelve With other air-liners of the same type the *Flying Cloud* will inaugurate a daily Atlantic service

The STRATOCRUISER

THE WORLD'S BIGGEST LANDPLANE

The 60-ton *Flying Cloud* Flies from New York to London

This summer Pan-American Airways will usher in a new phase in aerial travel with giant Stratocruisers, the largest land planes as yet in service in the world. The 75-seater machines will travel at a cruising speed of 340 m.p.h. at a height of 25,000 ft. cruising above the weather from London to New York in a scheduled time of twelve hours, and the first of the fleet, the *Flying Cloud*, did the journey last week in 11½ hours. The Stratocruiser starts with the big advantage that it has been developed from a line of Boeing bombers, all of proven design It is a double-decker, built on the double-bubble principle, rather as if two Superfortress fuselages were superimposed and offers passengers a freedom of movement hitherto unknown in Atlantic air travel, save, of course, in the *Graf Zeppelin* and the ill-fated *Hindenburg* of pre-war days. So far Pan-American Airways have taken delivery of four of the twenty Stratocruisers which they have ordered from Boeing's works at Seattle at a cost of £375,000 apiece, and the others are rolling off the production line at speed Until the Brabazon-type air-liners are in action over the Atlantic, British Overseas Airways intend to fill the gap with Stratocruisers, and it is understood that they have ordered six of them. The machines are powered by four air-cooled piston engines each developing 3,500 h.p. The Clipper can take off from normal airports without specially long runways

THE " FLYING CLOUD " AT LONDON AIRPORT, HEATHROW : A head-on view of the giant clipper which throws out a challenge to Britain's Bristol Brabazon now undergoing trials at Filton. The Stratocruiser is the largest commercial plane which has yet landed at London Airport

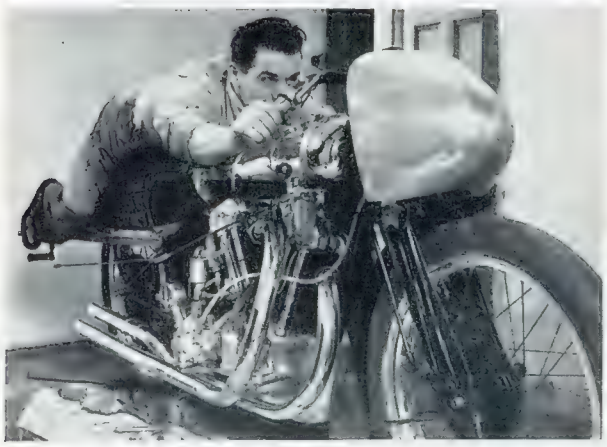
BESTRIDING THE LONDON AIRPORT RUN[illegible] tourist fares will be as low as £56 gle[illegible] built for better power absorption. [illegible] important feature of the twin-deck [illegible]

COMING IN TO LAND AT LONDON AIRPORT—THE PAN-AMERICAN CLIPPER "FLYING CLOUD" AT THE END OF HER MAIDEN VOYAGE ACROSS THE ATLANTIC: One of the Clipper's four engines stopped while over the ocean, but a safe landing was made at Shannon Airport and the journey was continued uneventfully to London Airport. The "Flying Cloud's" time was 11 hours 37 mins., which was good going in view of the fact that one engine was out of action for part of the journey and gale conditions prevailed on the last leg. On arrival at Heathrow the Clipper was immediately placed on public exhibition

LIKE A COLOSSUS: The "Flying Cloud" seen at Heathrow after her Atlantic crossing. When the daily Stratocruiser service starts in June it is expected that gle and £101 return. The eastbound trip will be made non-stop in twelve hours. This picture clearly shows the square-tipped propeller blades, which are thus re are tiny holes at the blade tips for allowing condensed moisture to drain away. These cause the blades to warble like birds when the plane is taxi-ing. An atocruiser is its spaciousness A spiral staircase connects the main passenger cabin to a luxury lounge with a fully-equipped cocktail bar and seats for fourteen

ACCENT ON BULK

America's Giant Winder for a British Colliery ; France Builds a Monster Tractor for Portugal ; Britain Builds an Outside Fractionating Column for Holland



A NEW SLANT ON SPEED RECORD BREAKING : Mr. Bob Berry, of Manchester, aspirant for the motor-cycle speed record with his Brough Superior, demonstrating the lying position which he adopts in action. He grips the long padded saddle with his thighs, and his right foot at the same time operates the controls

TO SPEED PRODUCTION IN THE YORKSHIRE COALFIELD : The drum shaft, weighing 55 tons, the heaviest single component in the cargo, being unloaded at Liverpool from the steamer "Dwight L. Moody." Too large to go in the hold, the drum shaft was brought to Liverpool lashed to the deck. It forms part of the £90,000 mine winder which was built during the war for Russia and has now been transferred to Britain under the terms of E.R.P. at a reduced cost of £23,000. The winder, which is now on its way to Barnborough Main Colliery, Yorkshire, will be used for the more rapid development of the Hill Seam, lately opened up. Three such winders were completed in the United States for Russia, and others were in an advanced stage of construction at the end of the war. As Russia did not take them they were declared redundant and offered for disposal by the War Assets Administration in the United States. Transport from ship to colliery has presented special problems for British Railways, and on certain stretches of the journey from Liverpool to Barnborough special traffic arrangements have had to be made to let the load pass

A MONSTER TRACTOR BUILT BY FRENCH ENGINEERS FOR THE PORTUGUESE : The 75-ton vehicle, which has twenty-eight wheels and a 220-h.p. engine, compared with a 4-h.p. Renault touring car. The tractor section was made by the firm of Willeme, and the towed section by Scari. At the rear are two subsidiary steering seats

On left—The 75-ton tractor by Scari and Willeme, which can carry a total of 205 tons, will traverse the roads of France at a steady nine miles per hour *en route* to Spain and Portugal. The tractor has twelve forward gears and four reverse gears. It is over 100 ft. in length. and, being about 15 ft. at its widest point, will have to stick to the Routes Nationale. The monster has three drivers. One is in the cab in the forward part of the tractor, and two seated above the coupled wheels at the rear

TOO BIG TO GO BY SHIP : This all-welded fractionating column, used in oil refining, 83 ft. long and weighing 108 tons, the only one of its size ever made in this country, was constructed at Woolwich by G. A. Harvey. It could not go to the docks direct for shipment, a 30-mile detour being necessary, so it was decided to launch the column direct into the Thames from a jetty at Greenwich. Two tugs took the vast cylinder down to Gravesend, and there a bigger tug was commissioned to continue the journey with it across the North Sea to Rotterdam. It was anticipated that during the crossing the big tank might unravel its towing cable by rotation, and precautions were taken to prevent this. It is destined for the Royal Dutch Shell Refinery at Pernis, near Rotterdam

PROGRESS ON THE TYNE TUNNELS—THE ESCALATOR ENTRANCE TO THE PEDESTRIAN THOROUGHFARE ON THE JARROW SIDE OF THE RIVER: When the tunnel project, which will connect Wallsend with Jarrow, is complete, it will actually consist of three parts with six separate entrances and thoroughfares for vehicles, cyclists and pedestrians

THE NEW TYNE TUNNELS

THE NEW THAMES WALL

Work has been going steadily ahead on the pedestrian tunnel under the Tyne, the first of the three to receive attention. This thoroughfare goes underground close to the water's edge, and breaks through again with another escalator shaft on the other side of the river. The main vehicle tunnel will be 900 ft. in length. It will go underground well within the city limits of Jarrow, and will run down almost in a direct line until it reaches the river area. On the Howden side of the river, shortly after the water has been left behind, the tunnel will spiral upwards through the ground to its point of emergence. The total cost of the scheme will be £3,600,000.

CORNISH GRANITE ARRIVES IN LONDON FOR THE NEW THAMES EMBANKMENT WALL WHICH IS BEING BUILT IN THE RECLAIMED RIVER AREA BETWEEN COUNTY HALL AND THE SOUTH APPROACH TO WATERLOO BRIDGE: *Left*—The cofferdams within which the wall will be constructed. *Right*—The granite blocks being unloaded near County Hall from the hold of the motor-ship "Aseity." The granite, shipped from the Cornish quarries, has been accurately cut from templates to fit the vertical curve of the river wall. Each block is numbered, and it will be fitted into a pre-determined position. No fewer than six granite quarries are engaged in the task of supplying blocks for the wall, and the cost of the granite will be at least £150,000. When the embankment wall is complete it will provide a permanent promenade on the South Bank, and during the Great Exhibition in 1951 will form part of the exhibition site

IN BUNYAN'S COUNTRY

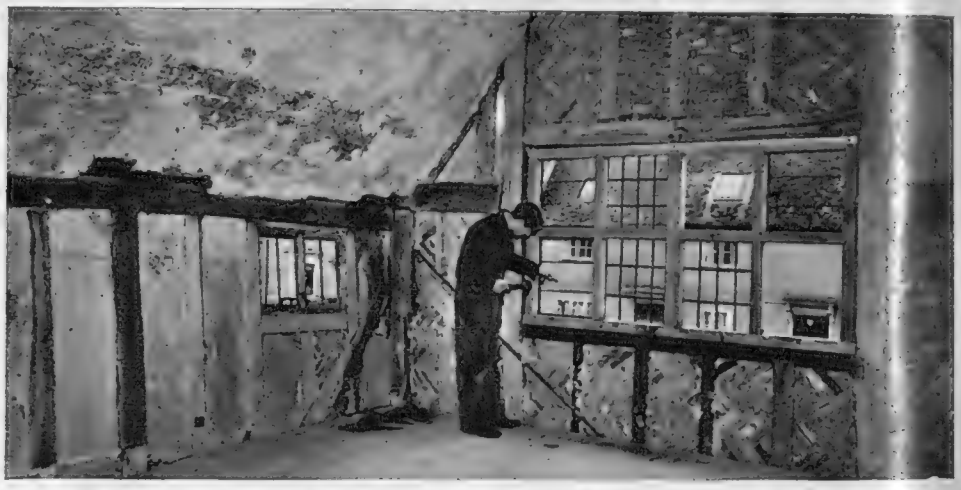
Restoring the Old House at Shefford: Elstow's Moot Hall in Danger

An Historic Kentish House Open to the Public

During the Victorian Era the fine old house known as "The Porch," at Shefford, Bedfordshire, henceforward to receive its old name of "Le Cokke," was extensively "modernised." The timbered front was covered with stucco; the old fireplaces were bricked or boarded up and replaced with grates of florid pattern; and old beams and brickwork were overpainted. Now, under the eyes of Professor A. E. Richardson, the architect, "Le Cokke" is emerging in all its ancient splendour, appearing much as it did when it was a rest-house in the days of Richard III for merchants and pilgrims passing through the old market town of Shefford. Deeds of the Bedfordshire County Record Office show that "Le Cokke" was in existence in the year 1449.

RESTORING A PEERLESS SPECIMEN OF FIFTEENTH-CENTURY ARCHITECTURE: Men at work on "The Porch" in the old-world market town of Shefford, Bedfordshire, now undergoing extensive repairs. A surface of modern stucco has been removed from this gable-end. During the reign of Richard III it was the rest-home of nearby Chicksands Priory, accommodating merchants and pilgrims, and in its long history it has fulfilled the varying roles of Moot Hall, Corn Exchange, baker's, shoe-shop, and private dwelling

THE STUCCO-FRONTED GABLE-END OF "THE PORCH," NOW TO REVERT TO ITS ANCIENT NAME OF "LE COKKE": This frontage obscured the fine half-timbering of the old house in Shefford



THE ROOM ABOVE THE PORCHWAY: Putting in a window of period design in the Shefford House. Period material salvaged from another old building is being used to achieve a harmonious effect. On the sloping part of the left-hand wall can be seen the partly uncovered lettering of texts which once formed a frieze. It is believed that these are of pre-Reformation origin. Supervising the restoration work for the new owner, Mr. Rudd, is Professor A. E. Richardson, R.A. After the considerable external alterations are complete, the house is to be furnished throughout in Regency style

ANCESTRAL HOME OF THE SIDNEY FAMILY AND THE BIRTHPLACE OF SIR PHILIP SIDNEY IS ONCE AGAIN OPEN TO THE PUBLIC: Lord De L'Isle and Dudley, V.C., the present owner, and Lady Dudley in the grounds of Penshurst Place, near Tonbridge. They have opened the house to the public during the spring, summer and early autumn months. The house, parts of which date from the middle of the fourteenth century, was granted by Edward VI to Sir William Sidney in 1552, and Sir Philip Sidney was born there in 1554. Ever since those days it has been the home of the Sidney family. In its setting of parkland and formal garden, Penshurst, a mellow building of local sandstone and brick, forms a beautiful picture of the traditional life of the great country house. Of the parts to which the public is admitted, the lofty Barons Hall is among the finest

IN JOHN BUNYAN'S TOWN—A THREAT TO THE ANCIENT MOOT HALL AT ELSTOW: *Above and on left*—**Two views of the famous building for which, it is hoped, a public subscription may be raised in order to save the place from decay. It is estimated that £3,000 alone is needed to renovate the roof. The Moot Hall, standing on Elstow Green, is an excellent example of fifteenth-century domestic architecture. Bunyan is reputed to have based his Vanity Fair episode of "The Pilgrim's Progress" on happenings there. In Bunyan's childhood the village life to a large extent centred round the Moot Hall**

THE MASTER OF PENSHURST AMONG HIS TREASURES: Lord De L'Isle and Dudley, V.C., in the armoury of his home near Tonbridge. Lord De L'Isle is holding the Earl of Leicester's sword. The Earl, Robert Sidney, was the second son of Henry Sidney, from whom the family is descended. Lord De L'Isle, who won the Victoria Cross at Anzio, was formerly Member of Parliament for Chelsea

1. SIR LAURENCE AND LADY OLIVIER RECEIVE THE GUESTS: Greeting Anne Crawford, Gainsborough film star, at a reception at 96 Piccadilly

2. THE PREMIER AT THE "ART FOR ALL" EXHIBITION: Mr. Attlee looking at some of the London Transport posters during his tour at the Victoria and Albert Museum

3. PRINCESS MARGARET VISITS A NURSERY SCHOOL: Her Royal Highness on another phase of her educational tour in the London area

1. THE OLIVIERS HOLD COURT AND AN AUCTION: Eighteen Ambassadors, ten Ministers and Chargé d'Affaires and more than 300 stage and screen celebrities, thronged No. 96 Piccadilly, last week, at a cocktail party and reception in connection with the annual Theatrical Garden Party to be held in May in the grounds of the Roehampton Club in aid of the Actors' Orphanage. The principal event was an auction, with film-star Richard Attenborough acting as auctioneer. It was in 1943 that he scored his great success in the play, *Brighton Rock*. Film-star Anne Crawford, who appears in the above picture with the Oliviers, was noted as one of the best-dressed women of the evening in a dress of silver-grey slipper satin. Miss Crawford is another outstanding Gainsborough player and appeared in "Millions Like Us."

2. FORTY YEARS OF POSTERS: An exhibition of the original designs for London Transport posters was opened by Mr. Attlee last week at the Victoria and Albert Museum. The Prime Minister was called to task by one art critic for referring to Underground posters as "the poor man's art gallery." It was pointed out fairly enough that London's great art galleries are for the most part free for all, rich and poor alike. More than 125 pictures are on show in this extremely varied display, which begins with a humorous sketch by John Hassall, first issued in 1908, and ends with a view of London street markets which has just made its appearance. The posters themselves are displayed beside the original designs. This is most effective, and incidentally shows how little is lost by seeing these works in reproduction.

3. THE EDUCATION OF A PRINCESS: Last week, in a smart new spring costume of corduroy, Princess Margaret paid a visit to the Foundling Hospital and Nursery School in Brunswick Square, near Gray's Inn Road. Princess Margaret's visit was one of many she has made in recent weeks in connection with her educational tour. She had previously visited the East London Juvenile Court at Toynbee Hall, and before that toured Scotland Yard, the Battersea Power Station and the King George VI Dock, and she has also attended a debate in the House of Commons. These visits will continue. They are not public engagements, but private visits covering different phases of national life. Princess Elizabeth did the same thing, but owing to the war she did not start until she was twenty.

HOME EVENTS in PICTURES

A Record of the News from London and the Provinces

4. THE HYDE PARK SHEPHERD: Four years ago, twenty-two-year-old Patrick Milne yearned to leave his father's cottage and sheep in lonely Aberdeenshire and come to London, but he still wanted to be a shepherd. Surprisingly enough, he has fulfilled both ambitions. After earning a living for a while minding sheep on golf-courses and in parks, Patrick has become official shepherd to Mr. John Clarke, of Chadwell Heath, whose flock grazes in Hyde Park. Patrick finds the bustle of

THE DUKE OF WINDSOR ARRIVES AT VICTORIA STATION: The Duke, who has been living in the South of France of recent months, stayed with Queen Mary at Marlborough House during his short visit. On the day of his arrival he paid a visit to the King at Buckingham Palace

4. THE COUNTRY COMES TO TOWN: Patrick Milne, the young shepherd of Hyde Park, with his dog Moss, standing guard over their flock of 400 sheep

5. THE TOWN COMES TO THE COUNTRY: This site is being used by the General Post Office to build a new automatic exchange for Farningham, Kent

6. THE CRUISE OF VLADIMIR VESTANOWITCH: In this home-made boat, now lying in the Severn, the young sailor hopes to sail round the world

7. NIGHT OUT FOR LONDON CABBIES: Visitors arriving for the annual Cabmen's Ball which was held at Seymour Hall, Marylebone, at the beginning of April

London bewildering after the quiet of his home where the nearest neighbour was seven miles away, and so does his dog, Moss, who had never seen another dog until he left home with his master.

5. IS IT A FAIR EXCHANGE? The site selected by the General Post Office for its new automatic exchange at Farningham, Kent, is truly rural, and local agricultural folk are complaining that this modern innovation displaces a good orchard and several acres of spring wheat. They wonder whether such an exchange is either profitable or necessary. Similar complaints have been made, and on a larger scale, by the inhabitants of Bracknell, Berks, who have been protesting at the Ministry of Town and Country Planning's use of valuable agricultural land as a site for the new Bracknell satellite town. They claim nearby waste ground could have been used to much more economic advantage.

6. THE SAILOR WITH A WANDERLUST: His name is Vladimir Vestanowitch, and he is planning to sail round the world in a home-made boat. His craft is the *Orlan*, a tiny, all-steel Bermuda-rigged sloop of his own design, made by himself and now lying in the Old Parish Dock at Portishead, Somerset. The *Orlan* has a circular hatchway like the conning-tower of a submarine, and this he uses as his cockpit. Vladimir's heavy-weather plans are simple. He will drop a sea anchor, crawl below and seal himself in by closing the circular watertight cover behind him. There he will stay until the weather eases enough for him to come out and put on sail again. He is taking with him enough food for six months and 80 gallons of fresh water. As soon as he has put the finishing-touches to the rigging of the *Orlan*, he says he will cast-off for South America on the first stretch of his round-the-world voyage.

7. THE CABMEN'S BALL: For 364 days of the year London's cabbies take other people out. On April 4 they took themselves out and, many of them in evening dress, drove their wives, sweethearts, relatives and friends to the Seymour Hall, Marylebone, for their big night-out of the year.

8. GERANIUM DAY IN LONDON: The Greater London Fund for the Blind draws some of its much-needed funds from Geranium Day, one of the days in the year when Londoners can always be relied upon to give generously. The Duchess of Gloucester helped sales last week by her visits to depots in the City of London. The Fund's posters this year were designed to show that, despite the Health Service, Geranium Day is still vital to the cause of blind people.

9. "ROCHESTER" SAILS UP THE MEDWAY: The Royal Naval sloop *Rochester*, a navigational training ship, has been paying a courtesy visit to her name-city. The Mayor of Rochester, who bears the courtesy title of Admiral of the Medway, paid an official visit to the warship, boarding her at Sheerness in company with his mace-bearer and travelling in her to Rochester. Boys of the *Arethusa* Training Ship have since visited the sloop, and this week she is open to the public.

10. THE AIRBORNE LIFEBOAT: Delegates to the International Civil Aviation Organisation African-Indian Ocean Region were present at a demonstration by the Survival and Rescue Unit of the Royal Air Force at Thorney Island recently. The demonstration included a static display of rescue equipment, and the airborne lifeboat, which aroused particular interest. The delegates represented France, Belgium, U.S.A., India, New Zealand, Ethiopia, South Africa, Portugal, Rhodesia, Kenya, Australia, the Belgian Congo, Equatorial France and British West Africa.

M.P. WEDS: Captain Peter Thorneycroft (ardent protagonist of analgesia) married Mrs. Carla Roberti at Caxton Hall Registry Office. The Conservative M.P. for Monmouth was commissioned in the Royal Artillery in 1930, resigned in 1933, and became a barrister in 1934

8. THE DUCHESS OF GLOUCESTER WITH A BLIND SELLER: Her Royal Highness at the Mansion House during her tour of depots on Geranium Day

9. THE ADMIRAL OF THE MEDWAY GOES AFLOAT: This is the title of Alderman A. C. Lyle, Mayor of Rochester, who is seen on board H.M.S. "Rochester" at Sheerness

10. A LANCASTER WITH LIFEBOAT ATTACHMENT: Delegates to the International Civil Aviation Organisation inspecting an unique Rescue Unit

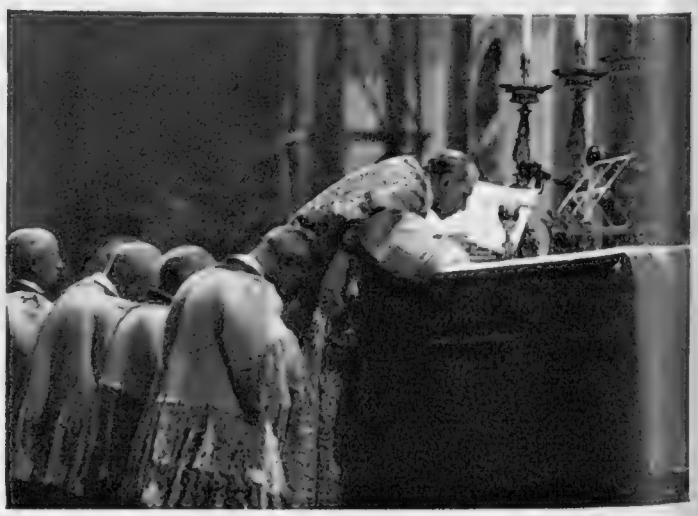
THE POPE'S GOLDEN JUBILEE AS A PRIEST

Youth Congregates at the Belvedere Courtyard

In March the Pope celebrated the tenth anniversary of his coronation, and there were scenes of elaborate ceremonial at the Sistine Chapel, where His Holiness received from the assembled Cardinals a renewal of their obedience. On April 2 the Pope celebrated another anniversary, this time the golden jubilee of his priesthood. For the second occasion Vatican City was be-flagged, all its offices were closed, and the customary audiences were suspended, as the Pope wished to spend most of the day in meditation and prayer. The only public ceremony was the visit of 50,000 Roman schoolchildren, who brought an unusual note of animation into the Belvedere Courtyard, where they were addressed by His Holiness. In the morning at St. Peter's—in the presence of thirteen Cardinals, many bishops and members of the diplomatic corps accredited to the Holy See—Pope Pius celebrated a Mass of Thanksgiving. Afterwards he came to the window of his private library to bless a large crowd which had gathered in the piazza.

THEY HEARD HIM PRONOUNCE HIS BLESSING ON "ALL THE CHILDREN OF THE WORLD": This was the animated scene in the Belvedere Courtyard, Vatican City, as 50,000 Roman schoolchildren came to pay homage to the Pope on the occasion of the golden jubilee of his priesthood. The Pope is seen seated on a canopied dais on the left of the courtyard. The children elected delegates who went forward and presented to His Holiness a portable altar contained in a brown leather suit-case

THE POPE GIVES HIS BLESSING AS HE ENTERS ST. PETER'S: His Holiness borne into the Basilica before celebrating a Mass of Thanksgiving. On the same day he celebrated a Mass "to expiate the crimes of the enemies of God," and the names of Cardinal Mindszenty and Archbishop Stepinac were mentioned particularly in the prayers



THE SUN SLANTS THROUGH THE ROOF OF THE BASILICA OF ST. PETER'S AS THE POPE GIVES THANKS FOR THE FIFTY YEARS OF HIS PRIESTHOOD: *Left*—A general view of the scene within St. Peter's, and (*right*) His Holiness at the altar. The Pope is a Roman by birth. Before his election to the Papacy in 1939 he had spent the greater part of his life in the diplomatic service of the Church. After being Nuncio in Germany for thirteen years he was recalled to Rome as Papal Secretary of State. Up to 1939 a century's tradition had excluded the Pontifical Secretary of State from the Throne, but Cardinal Pacelli's outstanding abilities in the diplomatic field won him a large following, both among the Italian and the foreign Cardinals

CRUSADE on HORSEBACK

A FOUR-IN-HAND TAKES the ROAD

FROM LAND'S END TO JOHN O' GROAT'S ON HORSEBACK: The party of eight set off from the [redacted] Hotel on their crusade to "restore the prestige of the horse in Britain." Their 1,000-mile journey is expected to take thirty-three days, during which they will pass through Exeter, Stratford-on-Avon, Rochdale, Kendal, Peebles, Edinburgh, and Fort Augustus

THE END OF THE THIRD DAY: A mobile blacksmith tends to the party on their arrival at Tavistock. Holding the horse is the youngest member, twenty-year-old Betty Henderson

FROM CORNWALL TO DEVONSHIRE: The party crosses Gunnislake Bridge into Devon, after completing the first 100 miles. The party of eight consists of two men and six women, under the leadership of Captain F. A. H. Maitland. These modern "crusaders" have as their object the drawing of public attention to the plight of the horse. Horses, they say, are being sold abroad, many good animals being slaughtered for human consumption. The cost of the journey to each "crusader" will be approximately £60, and, if necessary, they will sleep with their horses. Each horse will need five sets of shoes at £1 a set before John o' Groat's is reached. At the end of the third day, all arrived safely except the leader, Captain Maitland, who had become a temporary casualty owing to a kick. They were met by a mobile blacksmith, who carries his anvil and forge on an ex-Army tender

FROM BARNET TO FRIARS WASH: One of two four-in-hands which made the journey from a former coaching-house, the Salisbury Hotel at Barnet, to the Aldenham Harriers' Point-to-Point at Friars Wash, in Hertfordshire. The "Tantivy," one of the few stage coaches still in roadworthy condition, was repeating the trip it made last year. This year it was accompanied by the "Canterbury Bell." Each coach carried a full complement of thirteen passengers, the driver, a "blower" and a brakeman. *On right*—**June Birch, twelve years old, was one of the "blowers," the other being Harry Love, who is over eighty. June is the youngest of three daughters of an ex-Guards trumpeter. Mr. Bill Munt and Mr. P. Beasley supplied the coaches**

150 YEARS of the CHURCH MISSIONARY SOCIETY

To-day it has more Problems than in 1799

By CHARLES GRAVES

THIS week the Church Missionary Society celebrates its 150th birthday, and has almost more problems on its hands than it had in 1799—what with Palestine, China, Africa, India and Pakistan, not to mention the work which goes on ceaselessly at home. In these days, when golf and motoring thin the ranks of church-goers, and therefore the influence of the Church, the practical Christianity of the Church Missionary Society seems to deserve more encouragement than ever.

When it was founded in 1799 by a number of comparative nonentities in Clapham (the exception was William Wilberforce, famous for his campaign against slavery), it was faced with the problem of making itself known; for public meetings were forbidden unless licensed by a magistrate. William Wilberforce brought the matter before the Archbishop of Canterbury, but the response was not very encouraging. From the start, the C.M.S. claimed to be a lay society. Why, people asked, should a new society be formed when the Society for the Promotion of Christian Knowledge and the Society for the Propagation of the Gospel had already been in existence for 100 years? The answer was that the S.P.C.K. and the S.P.G. were confining their work almost entirely to the British plantations in North America and to the East and West Indies. Which meant that the whole of Africa and most of Asia was still open to missionary work.

In fact, however, China was under an iron curtain and barred her doors against the foreigner; the East India Company refused any permits to missionaries in India. Which left Africa, although practically nothing was known about it except its coastline. The S.P.G., the Moravians and the Scottish Mission had all sent missionaries to the west coast of Africa some years earlier, but they had all died or been invalided home. One or two of them had learned the local language of Rio Pongas, north of Sierra Leone, and so it was there that the first C.M.S. missionaries were sent.

Ironically enough, not a single Englishman offered his services, and a start had to be made with a couple of Germans. For a missionary college had been opened in Berlin, but there was no missionary society to send them abroad. Two men, Renner and Hartwig, came over here to learn English and finally set sail in 1804. For twelve years Rio Pongas proved remarkably unresponsive, and in 1816 the Mission was transferred to Sierra Leone, with headquarters at Freetown. Soon there were large congregations from among the recently freed slaves, and the nucleus of the Church was formed.

Unfortunately, fifty-three missionaries died in Sierra Leone within twenty years and many others were invalided home. A list of them in those early days shows that the length of service was frequently six weeks, five months, or a year. Knowledge of tropical diseases was elementary in those days, and it was soon found necessary to train local Africans to carry on the work. In this connection it is strange that the Society appears to have absolutely no records whatever of the number of their missionaries who met untimely ends either from disease or from bandits and murderers generally. The last three missionaries to be murdered met their deaths in Bengal in 1947. In China, ten or a dozen have been murdered; there are no figures for Africa at all, although Bishop Hannington fell a victim to assassins on his way to take up his appointment to the Bishopric of Uganda.

To revert to the early days, the founders of the Church Missionary Society decided to expand in Nigeria. The slave trade had not yet been entirely suppressed, victims were still captured in the uplands villages, sold in the market at Lagos, and carried across the Atlantic in Spanish and Portuguese ships unless they were rescued by British men-of-war. Meanwhile, a steady stream of missionaries flowed into West Africa. Death and illness thinned their ranks; persecution and tribal war drove them from their stations. Churches were destroyed, and in the Niger delta, where the local church insisted on doing without missionaries, discipline became remarkably lax.

The outstanding figure for many years in African missionary circles was Samuel Crowther, who was carried off as a slave at the age of eleven, bought by a Portuguese trader, rescued by a British patrol boat and landed at Sierra Leone—free. Crowther went to the missionary school there, was brought to England, and later became the leader of the Niger Mission; and in 1864 was consecrated Bishop of the Niger Territories, the first African to become a bishop since the days of the early Church. Oxford made him a Doctor of Divinity, and he lived to the age of ninety. From that time a constant succession of African assistant bishops have shared in the leadership of the Church in West Africa.

In the meantime, an attempt was made to convert Abyssinia. Once again the pioneers were Germans. One of them, J. L. Krapf, was expelled and went to Mombasa. For two years he learnt Swahili and translated the New Testament into it; then another German, John Rebman, joined him. Between them they discovered Mount Kenya and Mount Kilimanjaro. The next stage in the history of the C.M.S. was the signing of the treaty with the Sultan of Zanzibar to abolish the slave market of sea-borne traffic, although it left untouched the domestic slavery carried on by the Arabs.

In 1875, the year that Rebman retired, H. M. Stanley, the explorer, wrote a letter to the *Daily Telegraph* urging that missionaries should be sent to Uganda. Within a few days the Society received gifts amounting to £15,000 and decided to open a Mission. Many people still remember the name of Mackay of Uganda. And so it went on. Missions had been sent to the Australian aborigines, to the Zulus, to Madagascar, not to mention the Maoris in New Zealand. As time went on the C.M.S. extended its activities from the Antarctic to the Mediterranean. Palestine, Egypt, Turkey, the Sudan, Persia and Iraq were all tackled.

Persia, like Palestine, owes much to women missionaries, one of the first of whom was Mary Bird; although not a qualified doctor she opened dispensaries. In 1883 the Society's hospital was opened in Bagdad, but there were very few conversions, and when war broke out in 1914 the missionaries were obliged to leave, never to return.

British missions to India began with William Carey, the Baptist pioneer, in 1793, though Francis Xavier and other Jesuit missionaries had preceded him by nearly 300 years. In the first ten years of its work in India the C.M.S. sent out twenty-six missionaries. As in Africa, Germany supplied them. In Ceylon, to which the first Mission went in 1817, there had been large numbers of nominal Christians under Dutch rule. With the restoration of religious liberty under the Bishop there was a general lapse back to Buddhism or devil-worship, and it proved an exceptionally hard field for the missionaries.

Education was an integral part of the Society's programme in India no less than Africa. Some of the ablest missionaries gave their lives to the building and development of Church schools and colleges. Unfortunately, social custom in India made it impossible for boys and girls to be taught together except as small children. Women, whether Hindu or Muslim, could only be visited and taught by women. Under such conditions it seems obvious that women missionaries were wanted as much if not more than men.

The second fifty years of the Church Missionary Society's history saw the foundation of St. John's College, Agra, and the Edwardes College at Peshawar. In Japan, the first British missionary landed in 1868, and by the turn of the century it became clear that Christianity was no longer a Western religion transplanted into alien soil in Africa and the East. Western architecture was supplanted by churches built in the style of the country to which they belonged, and native art forms were used to convey Christian meanings.

Millions were baptised into the Church from the lowest castes in India. Elsewhere in the British Colonial Empire there was a strong movement towards co-operation between different missionary societies and the British Government. In many lands the Mission hospitals had led the way.

To-day the Church Missionary Society is doing its best for the unfortunate Arab refugees in Palestine. A relief centre was set up at Zerka by Miss Coate, where food and blankets were distributed. Another missionary, Miss Morris, started a similar experiment at Es-Salt, where she has been providing over 3,000 children with milk every day. Nazareth, though allotted to the Arab State, is now occupied by the Jews: here the Orphanage, under Miss Wyatt and Miss Hilda Jones, is looking after forty-five boarders, mostly refugees. At Shuneh is a refugee camp rife with dysentery and smallpox. Here again the missionaries are doing their best, as they are also doing at Gaza, where the medical staff has been busy with the victims of recent bomb attacks as well as disease. Nablus is another centre of C.M.S. work in the shape of a hospital.

In India, relief work among Christians has been carried on continuously since the partition of India and Pakistan. In Gojra (in the Punjab) the Society has been doing all it can for starving refugees. In addition, its missionaries have made a number of small loans up to Rs. 100 to help people carry on various businesses.

In China, oddly enough, the Communist successes have had very little effect on the work of the C.M.S. So far, at any rate, the Communists are soft-pedalling.

All told, the Society has nearly 1,000 missionaries on its register—pastoral evangelists, educationalists, doctors, nurses, welfare workers and agriculturists. Of the missionaries about two-thirds are women, married and single. In addition, it has 32,000 lay workers in Africa and the East, all of whom are, like the missionaries themselves, imbued with the idea of building up the young overseas Churches so that they may become increasingly self-supporting, self-governing and self-expanding.

THE ARCHBISHOP OF YORK EXCHANGES VIEWS WITH THE EVANGELICAL BISHOP OF BERLIN: Dr. Garbett (centre), seen with Dr. Dibelius (left), when they met at the Y.W.C.A. in the British Sector of Berlin. General Superintendent Jacobi (second from right) and General Superintendent Kummacher also took part in the conversations. In the course of his stay in Berlin, which he was revisiting after an absence of two-and-a-half years, the Archbishop was tireless in meeting units of the armed forces and in inspecting their quarters and social institutions. On one afternoon Dr. Garbett addressed a gathering in one of the cinemas of the British Sector. His theme was the defence of Western civilisation, and he described the challenge that was being offered to it by the totalitarian system. The world, he said, was divided into two camps. In the one, man was despised, and the State was everything; in the other, every man was held to be of value and had rights which belonged to him as man. The conflict was "for the soul of man"

RATES OF SUBSCRIPTIONS TO "THE SPHERE"

Published at 2/- Weekly

	12 months	6 months
	£ s. d.	£ s. d.
Inland	5 13 0	2 16 6
Overseas	4 17 6	2 8 9

The above terms are inclusive of postage

REPAIRING A RUBENS: Mr. Richard D. Buck, an American expert in the conservation of wooden panels, is to work at the National Gallery for a year, during which time he will train two assistants to carry on the work when he leaves. In the above picture Mr. Buck, who is Conservator at the Fogg Art Museum of Harvard University, is wearing special magnifying lenses to examine Rubens's "Chateau de Steen," the panel of which was badly cracked during the winter of 1946. The conservation of wooden panels has been studied extensively in the United States, and one of the foremost experts, Mr. Richard D. Buck, has come to this country to give advice and assistance on the subject. The "Chateau de Steen" provides an example of Rubens's habit of enlarging his pictures by adding panels after the painting was begun. It consists of seventeen different panels. The crack has not only divided one of the original joins but also has spread across the grain. Its restoration presents a formidable problem, and Mr. Buck's first task is to decide upon the correct treatment. Another picture requiring expert attention is Piero della Francesca's "Nativity." This picture was clumsily renovated in the last century, after its acquisition by the National Gallery. The panel was cut down to a quarter of an inch thick and a heavy reinforcing grid attached to the back to avoid warping. The result is that changes in humidity have caused cracking. The panel is also badly worm-eaten

The RESTORATION of PANELS

An American Expert at the National Gallery

MR. BUCK DEMONSTRATES HIS TECHNIQUE TO TWO ASSISTANTS: *On left*—**At work on Piero della Francesca's "Nativity." The badly worm-eaten panel must be sealed off from moisture to conserve the wood, and then properly reinforced. Watching Mr. Buck are Mr. A. W. Lucas and Mr. N. S. Bromelle, two members of the restoration staff of the National Gallery, who are to learn his method.** *On right*—**Mr. Bromelle examines a Bellini panel through a special binocular microscope. This is one of the first pictures to be treated; many others remain but must be dealt with in order according to their condition**

The World of Books—By VERNON FANE

THE DIVINE SARAH: A NEW BIOGRAPHY

Unconventional and World Famous to this Day and Spectacular in Her Own

"THE divine Sarah" is an excellent subject for a biography; volatile, unconventional, world-famous to this day and spectacular in her own. SARAH BERNHARDT (Hurst and Blackett. 21s.) is her story as told by her granddaughter, and it is not only a record of her stage triumphs, but a fairly intimate account of her not very private life. Even as a child Bernhardt was tempestuous and was already giving signs during her convent education of having a personality as definite as it was brilliant. Her successes on stages all over the world are a matter of theatrical history, and although they are mentioned here naturally enough as an integral part of the book, Miss Lysiane Bernhardt has chosen to put the emphasis on the character of her famous grandmother, a character strong and unruly enough to have made her an outstanding figure even without the exercise of her art. One story will illustrate this. Sarah Bernhardt's three loves were for France, for her son and for the theatre, and the Franco-Prussian war left her with bitter feelings against Germany which were never to change. In 1882 she was approached by a Berlin impresario who offered her a contract for a tour in Germany. He added that his price would be hers, whatever that might be. "Very well, Monsieur," answered Sarah sweetly, "My price is 5,000,000,000 francs." It was the amount of the Franco-Prussian war indemnity. The translation by Mr. Vyvyan Holland is excellent, and reflects the alternate liveliness and sentimentality of the mood in which the book appears to have been written.

Southern Spain gave Miss Marguerite Steen some of the inspiration and some of the perspective for her novels, whether of Spain or of other countries, and it is of Spain and her tiny house in the Alhambra that she writes in GRANADA WINDOW (Falcon Press, 9s. 6d.). To understand Spain it would seem that at least two things are essential: an understanding, which may be acquired, and a love, which must be instinctive, and both the author has in full measure. More than these, Miss Steen seems to have the impulse and the enjoyment of Andalucian laughter, which she claims is an integral part of that character, and an appreciation of "the gifts of the Andalucian gods . . . vacancy, stillness, placidity, tastelessness, quietude, silence and non-action . . ."

What is the exact moment when a kitten becomes a cat? It has nothing to do with "the facts of life," maintains Mr. Robert Lawson, and more than those facts governs the moment when a boy steps out of childhood into something else. His memoirs of his own childhood, AT THAT TIME (Heinemann. 8s. 6d.), are enchanting and practical rather than dreamy. Mr. Lawson has illustrated his own book, and when I remind you that he was the illustrator of the immortal *Ferdinand the Bull*, you will know how clear and how spirited these drawings are.

M. Jean Malaquais has written an immense and an impressive novel in WORLD WITHOUT VISA (Gollancz. 12s. 6d.), the story on an epic scale of a group of people living in Marseilles during the war. In a sense it is misleading to use the word "group," since each of the characters' lives takes an individual and a different direction, but they form a group eventually, since each life has some impact on at least one of the others, and also since they are exactly, and for the most part tragically, contemporaneous. There is every type here, both within and without the domination of the German occupation. There is the clever, civilised Frenchman who works towards a brilliant future through a Vichy-controlled present; there are other Frenchmen, of less education but a pure spirit of loyalty to France; there is a bewildered but essentially noble American Quaker working on a relief organisation; there are stupid girls and venal girls and courageous girls; there are timid and heroic Jews, and there are very ordinary Frenchmen who hesitate between the profit of immediate security and the loss of their self-respect.

A WREATH OF ROSES (Peter Davies. 8s. 6d.) is Miss Elizabeth Taylor's new novel, and it is so delicately observed and written with so much restraint that it is only in the last pages that one realises how violent have been the emotions that it portrays, and how dark the story is against its summery, country background. For this reason, as you will see, the book has something extraordinary about it, something a little clouded and almost sinister, and at the same time very effective.

A RELIC OF THE "BOUNTY" RETURNS TO PITCAIRN ISLAND AFTER AN ABSENCE OF OVER 100 YEARS IN CONNECTICUT: *Left*—An open page of the deteriorated Bible and Book of Common Prayer from Captain Bligh's ship, showing the spelling mistake in the word Epistle. *Right*—The closed Bible, photographed in London while en route from the Connecticut Historical Society to Pitcairn. The Bible is being returned to the islanders on permanent loan "because of the veneration with which it is regarded." It went to the United States by way of a whaling sailor, Levi Hayden, of Windsor, Connecticut, to whom it was given by a grandson of John Adams, the last remaining mutineer of the *Bounty* crew. After the death of his fellow-mutineers on Pitcairn, Adams, a devout man who had little education, used the Bible for teaching the children and for administration purposes. For thirteen years he ruled the island and was finally pardoned by the British Government

I CAPTURE THE CASTLE (Heinemann. 9s. 6d.) is the first novel that Miss Dodie Smith has written, although you may remember that she has written a number of successful plays.

There are many things to be said about this novel, including a few disparaging ones. It might be said that there's nothing as sure-fire as the old Cinderella theme, or that *Daddy-Long-Legs* had an engagingly artless heroine, too. Or that the story of Young Virtue Triumphant is both edifying and lucrative. But none of these carping words can disguise the fact that Miss Dodie Smith has written a winner, or that the book deserves, on its smooth construction, its readability and its strong, solid sense of characterisation, to be that winner.

The Moor of Venice is the inspiration of Mr. Emil Ludwig's new novel, which is a shiny new version of the story, and which makes many new points, including Desdemona's stabbing. OTHELLO (Hutchinson. 12s. 6d.) is written at a lively pace and should be read in the same way to get the full benefit of its romantic style and the suave insistence on the importance of the love *motif*, which is presented here in a Beverly Hills rather than in a Boccaccio manner.

THE BURNISHED BLADE (Macmillan. 10s. 6d.) is an historical novel about fifteenth-century France, and the Trebizond Empire of Asia Minor, a scene and a period with which not many are familiar, but which have not daunted Mr. Lawrence Schoonover, an intrepid American novelist who has succeeded in using them to some effect. He has managed, too, to dispense with the archaic and uncomfortable style that burdens so many writers of this type of romance, and has produced an eminently readable, not unexciting story.

Mr. Peter Cheyney has created a new and redoubtable hero in his newest novel, YOU CAN CALL IT A DAY (Collins. 8s. 6d.). I need hardly add, I think, that the hero is as tough as he is fatally attractive to women, or that he has a phenomenal head for hard liquor: twelve Bacardi cocktails or more are nothing to him in the course of a quiet evening. Like his fictional predecessors, he is a private detective, has a good deal of nous which he supplements with a straight right, and likes action.

INTO THE LABYRINTH (Gollancz. 9s. 6d.) is a novel which treats of passion, both religious and physical, in the life of a young American whose stringently exacting upbringing as a Catholic wars against his newly-found sensuality. The theme is suggestive of a very obvious conflict, and Mr. Bentz Plagemann exploits that suggestion more than adequately, with a specialised excitement. At the same time, he writes with a kind of tenderness of the boy's immature fears and of his basically innocent nature.

A NEW SLANT UPON OUR ISLAND STORY

Douglas Jerrold's Introduction to History

There are many scholars who feel that we have long laboured in this land under a misconception as to the way in which history should be written. In fact, there appear to have been two great misconceptions. The first lies surely in the exhibitionistic, Whiggish, and not always truthful Macaulay and Green technique. The second great misconception has been the tendency of our historians to sub-divide history not only by reference to its subject matter into separate political, military, economic or religious departments, but also, and very narrowly, by reference to time and place. By this highly restrictive technique, the historian has made it hard indeed for the student or the general reader to grasp the broad sweep of events, to witness trends as they overlap from age into age. H. A. L. Fisher was one of the first of our modern-day historians to set new standards in historical recording, to renounce the idea of an arbitrary selection and arrangement of events, to reveal a mind capable of relating one event to another in significant order. Now comes Douglas Jerrold, in the steps of that master, to tell us in modern terms and in the light of new knowledge something of our remoter past. AN INTRODUCTION TO THE HISTORY OF ENGLAND FROM THE EARLIEST TIMES TO 1204 (Collins. 21s.) is a new, full-length presentation of events. After skating over the Ice Age (500,000 B.C.) and the First Inter-Glacial Age (*circa* 450,000 to 400,000 B.C.), the narrative gathers pace with the origins of urban civilisation. From then on Mr. Jerrold's grasp is sure. The story flows smoothly on through Roman and Saxon times, and the "hard course of the narrative," to quote a Churchillian phrase, in which a lesser writer might find himself overloaded with detail, is nowhere overhard for the layman reader. The volume ends at a time when England, beginning late in the race, was about to win a place in the world by her own efforts, to consign to the past her years as an outpost only of western civilisation. Before winning that place, however, great constitutional battles would have to be fought, the heady wine of the Renaissance would have to be digested, and the stage cleared for the battle between privilege and property. On that anticipatory note Mr. Jerrold leaves us; leaves us to hope that his hand has already turned to the task of finishing the great work he has so ably begun of recording our island story.

Back-room courage and front-line effrontery are the dominating themes of two newly-published war books, and both books belong essentially to the vast field of twentieth-century total war. In VISION AHEAD (Werner Laurie. 11s. 6d.), Air Commodore P. Huskinson, C.B.E., M.C., tells of his work as Director of Armament Development in the Ministry of Aircraft Production, of the accident which blinded him when a bomb struck his home in 1941, and of his subsequent work, when still blind, as President of the Air Armaments Board, in which capacity he resumed his task of removing obstacles and overcoming opposition, so that the R.A.F. might have the bombs, guns, and rockets that it needed. The book reveals no secrets, and the chapter on the breaching of the Mohne Dam, while undeniably dramatic, is pointedly obscure as regards how, and with what, Guy Gibson and his men created the Ruhr catastrophe. What Air Commodore Huskinson does reveal is how much the thrust of individual endeavour was needed during the war to get any project moving, and in this connection the name of his erstwhile chief, Lord Beaverbrook, glows large indeed. Of his blindness the author says little, but his quiet courage in the face of personal tragedy is plain to see.

The second "total war" war book is Jasper Maskelyne's MAGIC—TOP SECRET (Stanley Paul. 18s.). Maskelyne, who became a Major in the Royal Engineers, was commissioned to create big-scale magic for the three Services. One of Major Maskelyne's outstanding achievements was the creation of such a searchlight dazzle over Suez (it was all done by mirrors) that night flying bordered on the impossible, save by special permission of the Royal Engineers. This is an enthralling book, and one that will appeal particularly to all who enjoy seeing an enemy discomfited by trickery rather than brute force.

Margaret Crosland and Patricia Ledward have had a bright idea, and the result is THE HAPPY YES (Ernest Benn. 9s. 6d.), an anthology of 100 proposals of marriage. The compilers range far and wide for their material, and there is wit and humour in plenty in this lively book. Many will enjoy re-reading John D. Uytman's *Love Sonnet written by a Civil Servant*, with its immortal lines: "Let us resolve to frame a master plan for inter-departmental domicile, and add, as Civil Servants can, new junior staff to our familial file."

Brian Vesey Fitzgerald's HAMPSHIRE AND THE ISLE OF WIGHT (Robert Hale. 15s.) is a worthy addition to the "County Books." The author, as antiquarian, historian and naturalist, does not become bogged down in his special subjects, and even spares space for a chapter on Hampshire's part in the world of cricket

Created for those who value distinction and look for an unusual degree of quality in their toilet accessories . . . Cussons Imperial Leather, Apple Blossom, and Linden Blossom Toilet Powders and the famous White Cross Baby Powder.

TOILET POWDERS BY

Cussons

MAKERS OF IMPERIAL LEATHER TOILET LUXURIES

Made by W. O. PEAKE LTD., *Wholesale and Export*

of elegant design and beautiful workmanship that pay a graceful compliment to the receiver and serve as a lasting reminder of your good wishes.

The Silver Department on the ground floor has a wide selection of such pieces in silver and silver plate, suitable for every occasion.

An attractive tea set in best quality silver plate, with handles and knobs of black heat-resisting vulcanised fibre. The simple design makes it easy to clean both inside and out. Three-piece set. *Post free* £15.3.9

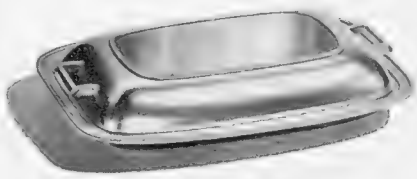
Hot-water jug to match. £10.0.2 *Postage 9d.*

Condiment set of classic Georgian design. Three pieces (complete with spoons) with shell and gadroon mountings, in finest silver plate. £4.9.4

Postage 9d.

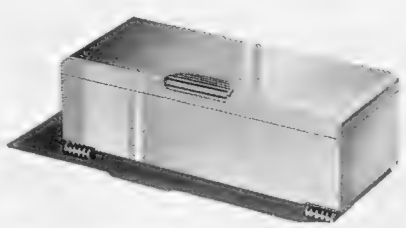
Butter dish in high-grade silver plate, daintily made with delicate bar piercing on flange. Complete with cover, glass lining and knife. £2.0.2

Postage 9d.



Silver-plated entrée dish of simple and graceful design, and in a shape that is a little longer than usual. The lid is reversible and may be used as an additional dish. £5.14.6

Postage 9d.



Solid silver cigarette box of particularly pleasing design, hand-made and beautifully engine-turned. In various sizes.

To hold 50 cigarettes £13.11.3

Postage 10d.

To hold 75 cigarettes £18.15.10
„ 100 „ £20.13.4
„ 150 „ £28.8.3

Post free

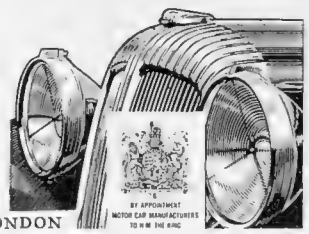
Silver Department, Ground Floor

HARRODS

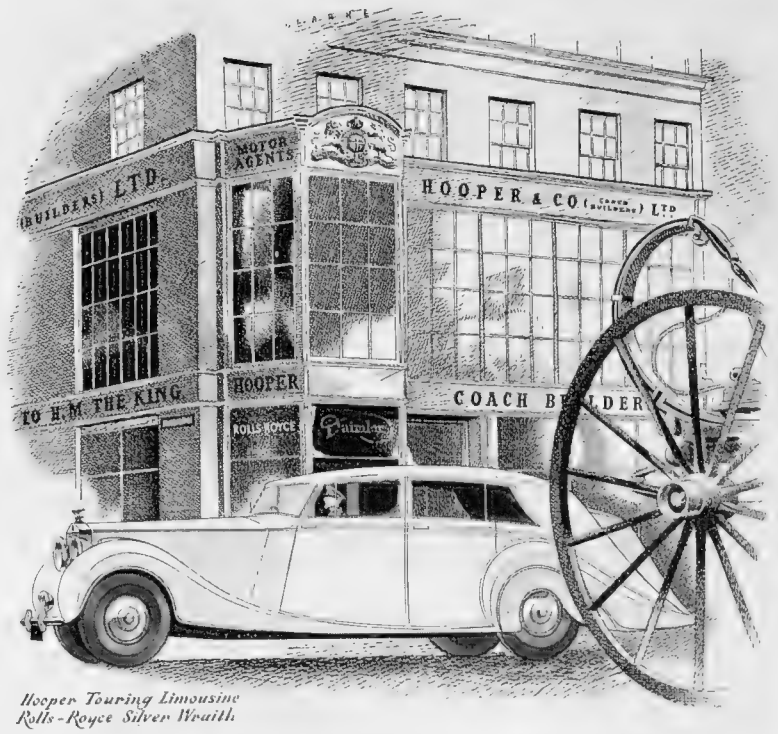
1849 1949

HARRODS LTD KNIGHTSBRIDGE SW1

THE CLIMAX OF ALL GREAT EVENTS IS THE ARRIVAL OF THE DAIMLERS



THE DAIMLER COMPANY LTD., COVENTRY & LONDON



Hooper Touring Limousine Rolls-Royce Silver Wraith

HOOPER

Uncommonly fine coachwork

BY APPOINTMENT
MOTOR BODY BUILDERS TO H.M. THE KING

Hooper & Company (Coachbuilders) Limited

in whose showrooms at 54 St. James's Street, London, S.W.1 may be inspected examples of individually designed carriages on Rolls-Royce, Daimler and Bentley chassis and where selection may be made, both of coachwork and chassis.

AIRWORK *Charter Division..*

LIMITED

The Contract Charter Division is yet another important section of the world-wide organisation of Airwork Limited. With its home base at Blackbushe Airport, Surrey, Airwork employs 48 aircraft; 66 seasoned pilots; 30 other crew as well as a team of efficient air hostesses. Backed by the organisation's own Repair and Maintenance sections — an advantage few firms can claim — it is able to provide all-in, self-contained service unrivalled for smoothness and dependability of operation. Outcome of eighteen years' planned development, Airwork Charter Division forges yet another link in a progressively developed chain of closely inter-related services designed to appeal especially to all interested in long-term charter work.

THE SERVICES OF AIRWORK Air Transport Contracting • Contract Charter Flying • Servicing and Maintenance of Aircraft • Overhaul and Modification of Aircraft • Sale and Purchase of Aircraft • Operation and Management of Flying Schools and Clubs • Specialised Aerodrome Catering • Insurance

First African police to fly, boarding an Airwork Ltd. "Viking" at Salisbury.

Also at: Gatwick Airport, Horley, Surrey. Blackbushe Airport, Nr. Camberley, Surrey. Langley Aerodrome, Bucks. Heston Airport, Middlesex. Loughborough Aerodrome, Dishley, Leics. Perth Aerodrome, Perthshire. Usworth Aerodrome, Castledown, Co. Durham. Central Scotland Airport Grangemouth, Stirlingshire.

MOTOR COACH TOURS to the FRENCH RIVIERA

Every Saturday all the year round

9 days	: :	23 guineas
* 16 days	: :	31 guineas
* 23 days	: :	37 guineas
* 30 days	: :	43 guineas

* *Including Four Excursions*

Choice of five Resorts—NICE, MONTE CARLO MENTON, BEAULIEU, CANNES

CONTOURS LTD. 72, Newman St., London, W.1 *Museum* 8499-6463

A SUPERB BRANDY

Known and enjoyed by Connoisseurs for more than a Century

TRADE MARK

SALIGNAC

Cognac

Sole Agents for Great Britain: B. B. MASON & CO., LTD., HULL. London Office: 64/6 Tooley St., S.E.1

Jewels of rare Beauty

FINE RUBY AND DIAMONDS

FINE DIAMONDS

FINE SAPPHIRE AND DIAMONDS

MAPPIN AND WEBB

LONDON SHOWROOMS: LIMITED
156-162 OXFORD ST., W.1 2 QUEEN VICTORIA ST., E.C.4 172 REGENT ST., W.1
SHEFFIELD: SHOWROOMS, NORFOLK ST.
PARIS BIARRITZ BUENOS AIRES RIO DE JANEIRO JOHANNESBURG BOMBAY

Presenting
THE NEW
LOTUS
SHOE SHOP
43/44 New Bond Street
W.1.

crispy... crunchy...

Wheat in its most delicious form

Vita-Weat

by PEEK FREAN

By Appointment
Peek Frean & Co. Ltd.,
Biscuit & Vita-Weat
Crispbread Manufacturers

Those crunchy, golden-brown slices of Vita-Weat not only look good and taste good— they do you good. They're packed with the goodness of the whole-wheat grain.

TRAVELLING RUGS
that are different

RESTALRIG munrospun EDINBURGH

By Appointment
Motor Mower Manufacturers
Charles H. Pugh Ltd.

ATCO
MOTOR MOWERS SERVICE

If your Atco needs attention before mowing starts, please contact your Atco Depot Manager soon, so that the Depot can put your Atco right in good time.

CHARLES H. PUGH LTD.
Whitworth Works,
Birmingham, 9.

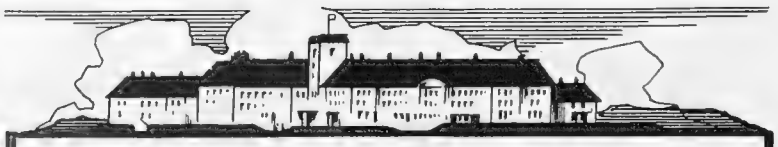
My dear, don't worry, I'm right up to date with my travelling. I find this is the most reliable way to go — the Night Ferry takes my sleeping car across the Channel, I don't even leave my berth, and if it's a bit murky radar puts the vessel through safely and quickly. I have people to wait on me, good food and a good rest before I reach the heart of Paris in the morning. I can return by the Night Ferry or the mid-day "Golden Arrow". What more can a man want?

FOR RELIABILITY

For tickets, reservations, etc., apply Continental Enquiry Office, VICTORIA STATION, London, S.W.1, or principal Travel Agencies.

TRAVEL *London-Paris by*

NIGHT FERRY — BRITISH RAILWAYS — GOLDEN ARROW



THE FAVOURITE SCOTTISH RESORT
for all ages
NURSERY JOYS · GARDEN PLAYGROUND · GAMES
CINEMA · GOLF . TENNIS . SQUASH . SWIMMING
and DANCING
OPEN FROM EASTER TO OCTOBER

GLENEAGLES
HOTEL

Accommodation enquiries will receive the personal attention of the Resident Manager.

THE HOTELS EXECUTIVE BRITISH TRANSPORT LONDON N.W.1

GH 8C

DR. BARNARDO'S HOMES
NOT SUBSIDISED—NOT NATIONALISED—STILL DEPENDENT ON PUBLIC SUPPORT

Christian training is imparted to every child in the Barnardo family of 7,000. Please show your practical sympathy by sending a special

EASTER GIFT.

10/-

will buy one child's food for a week.

Cheques, etc. (crossed), payable "Dr. Barnardo's Homes," should be sent to 20 Barnardo House, Stepney Causeway, London, E.1.

NIPITATO

The word is rarely heard today, but was often called in London taverns in the past. Nipitato was the name of one of the strong beers produced when brewing ingredients had not to be carefully rationed, as they are today.

Fundamentally, beer has not changed in five hundred years, for malt and hops are still the basic materials. And after a thousand years the spirit in which innkeeping at its best is conducted, the spirit of hospitality, is also unchanged.

Innkeeping begins with inn building. Fifty years ago, brewers set out to improve public houses. Their effort grew in strength between the wars and at its peak, during the 'thirties, they were spending about £5,000,000 annually on building and replacement. The new houses were not all in impeccable taste but they are in sum a substantial proof of hospitable endeavour, and many are admirable — the finest houses of their kind in the world.

Brewers wish and intend to resume this effort as soon as conditions permit. The licensed houses of the future will not necessarily be large but their purpose will be the traditional purpose of our inns : to provide means of recreation in many different forms (food and drink, games and, where possible, music, plays and other cultural activities) and to serve as social centres as stimulating or as quiet and comfortable as the company themselves desire.

Nipitato may not be found in the new inns, but the welcome and service of which it was in its own time a manifestation will be given in new and finer forms.

Issued by The Brewers' Society

From Boucher's lovely painting, Duesbury of Derby translated this group into exquisite porcelain; and generations of connoisseurs have praised it for its beauty of form and colouring, just as generations of discriminating people have praised the unchanging quality of Highland Queen "Grand Liqueur".

HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

MACDONALD & MUIR LTD. DISTILLERS, LEITH, SCOTLAND

DRIWAY REGD
Sportswear

...perhaps the finest made

Driway Weathercoats and Sportswear are stocked by leading stores and outfitters throughout the country

Valstar
DISTINCTIVE WEATHERWEAR

VALSTAR LTD., SALFORD 6, LANCS.

Also at
314 Regent Street, London, W.1

IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

"WE would so like a view." And although they do not say as much, I know it is not chimney-pots on which they want to look out, but on sea, river, lake, mountains, or just the open countryside.

I have recently returned from a comprehensive tour of Wales. One of my lasting impressions will be the varying views I have experienced. By the Usk, not so well known to tourists perhaps, but beloved of all good fishermen, I stopped at Gliffaes Country House Hotel, overlooking the river between Crickhowell and Brecon, and found myself drawn to the windows for the views of the Usk and the Brecon Beacon and her satellites.

Then I came through the valleys to the Gower Coast, one of the few unspoilt sectors of Britain, where big bays lead to smaller ones, and these in their turn to tiny coves. From my bedroom window at the Caswell Bay Hotel I watched a full moon regarding a turbulent sea; and in the mornings, when I pulled back the blinds, the scene had changed—a wide stretch of golden sands lay below me and the sea had receded as if to sleep.

Tenby was my next objective. A little town, which if it had been more accessible would by this time have vied with Torquay in size, for here is the coast of Devon in replica—red rocks, smooth sands, and every bay a picture. From the windows of The Imperial or The Royal Gate House Hotels, one gets a grand circle view of this paradise in children's playgrounds. Pembrokeshire, or as it is often called, "the little England in Wales," is full of pleasant surprises. But my happiest discovery, because it was so unspoilt, was a country-house hotel, Llwyngwair, a mile out of Newport on Pembrokeshire's western seaboard. Here, the views varied at almost every window. Mountain, river, gardens, all claim attention. Yet perhaps the irresistible views are those to be seen from the fairway and greens of the golf course, a mile and a half distant. There, all golfers, no matter their status of play, can be well excused for lifting their heads.

For one of the most perfect views in Wales, do as I did and engage a bedroom at the Bulkeley Arms, Beaumaris, overlooking the Menai Straits, with the Snowdonia range forming a background. I wrote once that the Keswick Hotel in The Lakes provides its visitors with one of the finest panoramic close-ups in Britain, but if I deleted the words "close-up" the view from the Bulkeley Arms is every bit as magnificent.

From Anglesey I came to the centre of Wales, where the Lake Vyrnwy Hotel surely must be a contestant for the finest panoramic lakeland view in the Principality. The entire lake is practically surrounded by trees growing down to the water's edge, with the mountains of Arran Mawddwy in the distance. Then I left Wales behind, but the memory of her views still accompany me.

Letters accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Commonwealth House, 1, New Oxford Street, London, W.C.1.

RAEMOIR, BANCHORY, KINCARDINE
A small luxury Hotel on Deeside. Friendly country-house environment, and an abundance of good food. 20 bedrooms, 10 bathrooms. Golf, Fishing, Rough Shooting 3,000 acres. Riding School in Hotel Grounds. Licensed. Telephone: 122.

BATH — SPA HOTEL
Book your accommodation now for the Bath Assembly, May 15th-28th.
Enquiries to W. G. Crossman, Resident Managing Director.

TOLLARD ROYAL HOTEL, WEST CLIFF, BOURNEMOUTH
Facing the sea, the sun, the south. Within—the brightness of fresh flowers, the restfulness of soft furnishings. Suites and single rooms all expressively individual. Lift, Ballroom, Orchestra and Solarium. Residential terms on application. Tel.: 6671.

STRATTON HOUSE HOTEL, CIRENCESTER
If you are seeking holiday accommodation in the Cotswolds, you will appreciate the comfort, cuisine and charm of this licensed Country Hotel with ample recreational facilities around, and Cirencester such an excellent centre. Tel.: 835.

CROMER — GRAND HOTEL
Cromer's largest and finest hotel faces the sea and provides the ideal holiday for rest or entertainment. For illustrated brochure apply J. V. WILLINS, Managing Proprietor. Telephone 2209.

Facing Full South— Delightful Gardens.
FELIX HOTEL, FELIXSTOWE
Terracing to Sea Shore. 200 Bedrooms, Hot and Cold Sea-Water Baths, Ballroom, Squash Rackets Courts with Vita-Glass Sun Lounge, 21 Tennis Courts, Billiards, Croquet, Putting, Golf. Reduced Off-Season Terms. Tariff from Resident Manager. *Tel.: Felixstowe 221. Grams: Felix Hotel, Felixstowe.*

THE GRAND, FOLKESTONE
More than ever "TRUE TO ITS NAME," now under the management of Albert J. Gilles, late General Manager of Savoy Hotel and Grosvenor House, London.

GRAND HOTEL, HARROGATE ALWAYS IN SEASON
At this social centre of Yorkshire's famous Spa, accommodation is provided that is always abreast of the times. Facing Valley Gardens, the "Grand" occupies an outstanding position. Daily Orchestra and Weekly Dances. Brochure from the Manager. Tel.: 4631.

LONDON, N.W.4. HENDON HALL
First-class Residential Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine; fully licensed. P.O. phones all rooms; suites with private bath. Hard Tennis, Putting, Billiards, Swimming Pool. Adjoins Hendon Golf Club. Personal supervision of Managing Director. HEN. 1456.

DEER PARK HOTEL, HONITON, DEVON
As lovely as it sounds. An Hotel of distinction and real comfort. Cheerful and efficient service, central heating, well-stocked cellars. Home produce, attested Jersey herd, lovely gardens. 2½ miles Trout Fishing on River Otter. Squash, Tennis, Billiards. Tel.: Honiton 64.

GOING TO LONDON? For quiet comfort and convenience of location, book your hotel accommodation at ST. ERMIN'S, CAXTON STREET, LONDON, S.W.1, a stone's throw from St. James's Park, Underground, and Victoria Street bus stop. Very comfortable apartments and breakfast from 18s. 6d. per night. Tel.: WHItehall 3176.

GRAND HOTEL, MUNDESLEY-ON-SEA, NORFOLK
Fine sands, bracing air, plenty of sunshine. Good food, wines and service. Open Easter to October. Tel.: 190. (Under same direction: Manor Hotel, Mundesley.)

MOOR HALL HOTEL, NINFIELD, Near BATTLE
The sunny Sussex Coast is enticing, especially with this Country House, 10 mins. from Bexhill, as one's base. Confortable beds, plentiful fare. Own riding stables. Hard tennis court. Dancing, Golf. Licensed. From 6 gns. Telephone: Ninfield 330.

GARA ROCK HOTEL, Opp. SALCOMBE, SOUTH DEVON
A sun-trap at the most southerly tip of Devon. Facing the sea, beautifully isolated, glorious coastal scenery. Personal service, excellent catering and a particular welcome to children. Fully booked August. Tel.: Chivelstone 279.

You cannot beat the English Riviera for Spring sunshine or the
VICTORIA HOTEL, SIDMOUTH
for all-year-round comfort. Food you will enjoy; a warm, attractive room; telephone and Rediffusion Radio by your bedside; breakfast in bed and service with a smile. Come and be spoilt! Tel.: 951

MILLFIELD HOTEL & COUNTRY CLUB
STOKE D'ABERNON, SURREY
Perfect spot for the work-a-day Londoner, for nightly rest or week-end relaxation. An elegant environment; charming, comfortable bedrooms, and catering backed by skilled interest. Tel.: Oxshott 2268.

OATLANDS PARK HOTEL, WEYBRIDGE, SURREY
Only 30 minutes from London. Golf, Tennis, Squash, Bowls, Swimming Pool and Dancing—all free to Residents. 150 Rooms (many with private bath) and self-contained suites. Central heating. Moderate inclusive terms. Weybridge 1190.

THE DORMY HOUSE HOTEL, WESTWARD HO! North Devon
Adjoining Royal North Devon Golf Club. Take a holiday where you have Golf on your doorstep; sea bathing within easy reach. Good food, every modern comfort, including a large Games Room. Tel.: Northam 288.

ACT SOLO...

and leave a standing order for

SOLO
REAL
ORANGE JUICE

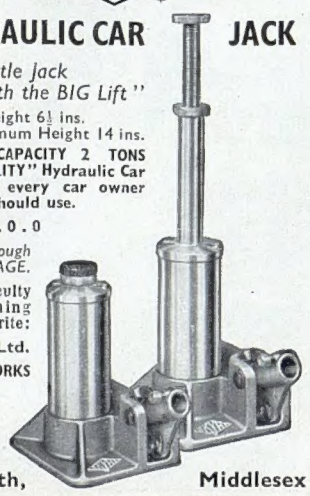
so good—tho' limited in supply

Still only 3/6 per bottle

DISCRIMINATING HOUSEWIVES ask for SOLO Jams & Marmalade

The ONE and ONLY
BÉNÉDICTINE
The Favourite Liqueur

SKYHI "MINOR"
HYDRAULIC CAR JACK
"The Little Jack with the BIG Lift"
Closed Height 6½ ins.
Maximum Height 14 ins.
LIFTING CAPACITY 2 TONS
The "QUALITY" Hydraulic Car Jack that every car owner should use.
Price £4.0.0
Order through your GARAGE.
If any difficulty in obtaining delivery write:
SKYHI Ltd.
SKYHI WORKS
WORTON ROAD
Isleworth, Middlesex



Another Year of Success for Seagers

1st Prize in the Cocktail Competition of France August 1948

The GIN used in the FIRST 3 WINNING COCKTAILS at the International Cocktail Competition, Olympia January 1948

3rd Prize in the Cocktail Competition held in Manchester, May 1948

* GIN MAKES THE COCKTAIL —SEAGERS MAKE THE GIN

SEAGERS GIN
THE DISTILLERY, DEPTFORD, LONDON, S.E.8

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

The STANDARD *Vanguard*

The Standard Motor Company Limited, Coventry
London: Standard House, 37 Davies St., Grosvenor Sq., W.1
Telephone: Mayfair 5011

STANDARD CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS · TRIUMPH CARS

Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2, and Published Weekly by Illustrated Newspapers, Ltd., Commonwealth House, 1, New Oxford Street, London, W.C.1. Saturday, April 16, 1949. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

TIME MARCHES ON

CLIVE UPTON

I started out when Puffing Billy
Slowly wheezed his way along;

Today's express makes Billy silly—
But still you'll find me going strong.

JOHNNIE WALKER

SCOTCH WHISKY

Born 1820—
still going
strong